



# Notice of Proposed Amendment 2014-29 (A)

## Amendments to Commission Regulation (EU) No 1178/2011 (the Aircrew Regulation), as amended

### Cover Regulation, Annex I, Annex II, Annex III and AMC & GM to Annex I (Part-FCL)

RMT.0188 (FCL.002(a)) & RMT.0189 (FCL.002(b)) — 17.12.2014

#### EXECUTIVE SUMMARY

This Notice of Proposed Amendment (NPA) addresses a safety and regulatory coordination issue related to flight crew licensing.

The main objective of this NPA is to introduce the long syllabus and Learning Objectives (LOs) for professional licences and instrument ratings in the EASA regulatory system.

The NPA also aims to resolve any inconsistencies identified after the adoption of the FCL Implementing Rules. This is necessary to ensure that the EASA regulatory system reflects the state of the art, and specifically the best practices developed in the Member States, in the field of pilot training.

The following Safety Recommendations were taken into consideration for the development of this NPA: SR AUST-2012-006, SR BELG-2010-010, SR UNKG-2006-130, SR SWED-2010-008, SR SWED-2012-006, SR FRAN-2013-033, SR FRAN-2013-035 and SR FRAN-2013-017.

The specific objective of this NPA is to maintain a high level of safety for flight crews, to ensure harmonised implementation of the Aircrew Regulation, and to consider at all levels the importance of General Aviation issues.

— **NPA 2014-29 (A)** contains the Explanatory Note and the changes to the rule text of ‘Annex I — Part-FCL’, ‘Annex II — Conditions for the conversion of existing national licences and ratings for aeroplanes and helicopters’, and ‘Annex III — Conditions for the acceptance of licences issued by or on behalf of third countries’.

Due to the number of the proposed changes and the complexity of the text that was amended twice after its initial publication, the decision was taken to base the NPA on the amended text and to publish the changes to Annexes I, II and III in a consolidated version.

— **NPA 2014-29 (B)** contains the changes to the existing AMC and GM text.

— **NPAs 2014-29 (C)(1), (C)(2) and (C)(3)** contain the new AMC with the Flight Examiner Manual (FEM).

— **NPAs 2014-29 (D)(1) and (D)(2)** contain the new AMC with the Learning Objectives (LOs).

The proposed changes are expected to increase safety, reduce regulatory burden on Member States, improve harmonisation, ensure compliance with ICAO, and improve proportionality of the rules for General Aviation by applying the principles of the ‘General Aviation Road Map’.

As indicated above, NPA 2014-29 (A) contains the Explanatory Note and the changes to the rule text of Annexes I, II and III in a consolidated version.

Applicability		Process map	
Affected regulations and decisions:	Commission Regulation (EU) No 1178/2011, as amended; ED Decision 2011/016/R, as amended.	Concept Paper:	No
Affected stakeholders:	Pilots; training organisations; instructors; examiners; national competent authorities.	Terms of Reference:	21.7.2011
Driver/origin:	Safety; level playing field; proportionality; RMT FCL.001.	Rulemaking group:	Yes
Reference:	EASA NPA 2008-17 ‘Implementing Rules for Pilot Licensing’.	RIA type:	None
		Technical consultation during NPA drafting:	Yes
		Duration of NPA consultation:	3 months
		Review group:	TBD
		Focussed consultation:	No
		Publication date of the Opinion:	2015/Q4
		Publication date of the Decision:	2015/Q4



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## 1. Procedural information

### 1.1. The rule development procedure

The European Aviation Safety Agency (hereinafter referred to as the 'Agency') developed this Notice of Proposed Amendment (NPA) in line with Regulation (EC) No 216/2008<sup>1</sup> (hereinafter referred to as the 'Basic Regulation') and the Rulemaking Procedure<sup>2</sup>.

This rulemaking activity is included in the Agency's [Rulemaking Programme for 2013–2016](#) under RMT.0188 (FCL.002(a)) and RMT.0189 (FCL.002(b)).

The text of this NPA has been developed by the Agency based on the input of the Rulemaking Group RMT.0188 (FCL.002(a)) and RMT.0189 (FCL.002(b)). It is hereby submitted for consultation of all interested parties<sup>3</sup>.

The process map on the title page contains the major milestones of this rulemaking activity to date and provides an outlook of the timescale of the next steps.

### 1.2. The structure of this NPA and related documents

Due to the size of the documents to be published, it has been decided to split the NPA into six NPAs, namely NPA 2014-29 (A), (B), (C)(1), (C)(2), (C)(3), (D)(1) and (D)(2).

- **NPA 2014-29 (A):** Chapter 1 contains the procedural information related to this task. Chapter 2 'Explanatory Note' explains the core technical content of all parts (sub-NPAs) of the NPA. Chapter 3 contains the proposed text for the new requirements with the proposed changes to the Cover Regulation of Commission Regulation (EU) No 1178/2011 and the changes included in the consolidated version of Annex I — Part-FCL, Annex II and Annex III including the amendments to Regulations (EU) Nos 290/2012, 70/2014 and 245/2014. Chapter 4 contains the considerations on the Regulatory Impact Assessment.
- **NPA 2014-29 (B)** contains the amendments to the AMC & GM material.
- **NPAs 2014-29 (C)(1), (C)(2) and (C)(3)** contain the draft Flight Examiner Manual (FEM).
- **NPAs 2014-29 (D)(1) and (D)(2)** contain the new AMC for the Learning Objectives (LOs).

### 1.3. How to comment on this NPA

Please submit your comments using the automated **Comment-Response Tool (CRT)** available at <http://hub.easa.europa.eu/crt/><sup>4</sup>.

The deadline for the submission of comments to **NPAs 2014-29 (A), (B), (C)(1), (C)(2), (C)(3), (D)(1) and (D)(2)** is **17 March 2015**.

<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1), as last amended by Commission Regulation (EU) No 6/2013 of 8 January 2013 (OJ L 4, 9.1.2013, p. 34).

<sup>2</sup> The Agency is bound to follow a structured rulemaking process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'. See Management Board Decision concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material (Rulemaking Procedure), EASA MB Decision No 01-2012 of 13 March 2012.

<sup>3</sup> In accordance with Article 52 of the Basic Regulation and Articles 5(3) and 6 of the Rulemaking Procedure.

<sup>4</sup> In case of technical problems, please contact the CRT webmaster ([crt@easa.europa.eu](mailto:crt@easa.europa.eu)).



#### 1.4. The next steps in the procedure

This NPA is the result of the work performed by the related RMT.0188 (FCL.002) & RMT.0189 (FCL.002(b)) Rulemaking Group. Due to the urgency of certain implementation issues and the Agency's efforts to support General Aviation, the Commission tasked the Agency to provide a draft for an amendment package to Part-FCL which will be adopted and published in the near future. In parallel, the Agency is preparing a corrigendum to the AMC and GM to Part-FCL which will also be published soon. Whilst every effort was made to include the new provisions in this NPA, it has to be stated that whenever it occurs that the text of this NPA is not identical to the text of that amendment package and the corrigendum, it will be aligned with the amended requirements for the publication of the CRD.

Following the closure of the NPA public consultation period, the Agency will review all the comments and will establish a Review Group in order to perform a focussed consultation which will consist of a workshop complemented by group meetings, if required.

The outcome of the NPA public consultation, as well as the outcome of the Review Group work and that of the focussed consultation, will be reflected in the respective Comment-Response Document (CRD) which will be published two months after the end of the consultation period of the NPA for further consultation (reactions period).

The related Opinion will be published one month after the end of the consultation period of the CRD. The Opinion shall contain proposed changes to EU regulations and it shall be addressed to the European Commission, which shall use it as a technical basis in order to prepare a legislative proposal.

The Decision containing Acceptable Means of Compliance (AMC) and Guidance Material (GM) shall be published by the Agency when the related Implementing Rules are adopted by the Commission.



## 2. Explanatory Note

### 2.1. Overview of the issues to be addressed

During the work performed on rulemaking task FCL.001, it became clear that it was impossible to finalise some issues due to the fact that part of the documents, that were taken over from the JAA material, contained references to JAR-OPS which were not yet transposed to European Union rules.

### 2.2. Objectives

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2 of this NPA.

The specific objective of this proposal is to amend the Implementing Rules, their AMC and GM of the extended Basic Regulation as regards pilot licensing:

- the Learning Objectives for the theoretical-knowledge training for aeroplane and helicopter pilots;
- the Flight Examiner Manual (aeroplanes, helicopters);
- the validity period of theoretical-knowledge examinations for the IR;
- the theoretical-knowledge syllabus for ATPL, CPL and IR;
- the review of prerequisites for ATPL(H);
- the harmonisation of night-rating requirements for aeroplanes and helicopters;
- the development of a night-rating syllabus for PPL(A);
- the content of the training flight for revalidation of the class ratings to be defined;
- the review of the tables containing the requirements for skill tests and proficiency checks;
- the Instrument Rating Instructor (H) syllabus to be harmonised with the syllabus for the aeroplane and airship category;
- the flight-time credit on Annex II aircraft;
- the class and type rating list and endorsement list;
- the review of Annex III to Part-FCL;
- editorial and clarification changes;
- the resolution of problems regarding implementation and transition period.

### 2.3. Summary of the Regulatory Impact Assessment (RIA)

During the development of rulemaking task FCL.001 'Implementing Rules for Pilot Licensing', there was JAA material (related to both Part-FCL and Part-MED) that could not be immediately included in NPA 2008-17 'Implementing Rules for Pilot Licensing'. In fact, some FCL-related material contained references to other JAA provisions that would be part of the other NPAs on the extension of the Basic Regulation, and at the time when NPA 2008-17 was published, the other NPAs were still under development and their content and structure had not been established yet. Examples of such material are the long syllabus and Learning Objectives for professional licences and instrument ratings and the Flight Examiner Manual: in these documents there are a lot of references to JAR-OPS paragraphs. Since the NPA on OPS was still under preparation, and since there was no certainty on the numbering of the new paragraphs, it was considered premature to make the necessary amendments to the LOs.



At the same time, this task will also consider miscellaneous proposals from stakeholders received during the consultation phase of NPA 2008-17, which could not be directly included in the Opinion on FCL. Some of the proposals that were received were of a good quality and should be included in the FCL regulatory material, but since they change the content of the FCL rules or AMC in a way, they are required to be submitted during the public consultation in order to ensure full transparency.

Finally, experience shows that it is advisable to plan for a task immediately after the adoption of a full set of Implementing Rules in order to resolve any inconsistencies that might arise from amendments to individual paragraphs during the legislative process for the adoption of the Implementing Rules, or during the process leading to the publication of such rules.

During the first years after the implementation of the Aircrew Regulation, several inconsistencies were identified in the rule text and they have to be resolved.

It also turned out that those parts of the rule that were drafted according to the example of JAR-FCL for General Aviation have to be reconsidered to avoid undue financial and administrative burden on the stakeholders involved in this sector of civil aviation. Therefore, all the changes made were cross-checked with those members of the working group who represented GA organisations.

The Agency committed to consider the following Safety Recommendations for the drafting of this NPA: SR AUST-2012-006, SR BELG-2010-010, SR UNKG-2006-130 and SR FRAN-2013-017.

This NPA affects pilots, training organisations, instructors, examiners and national competent authorities. All those stakeholders were represented in the rulemaking group and will be involved in the further process through the public consultation of the task.

It was decided during the rulemaking process for the Aircrew Regulation (FCL.001(a) & (b)) that a rulemaking task should be developed to resolve eventual inconsistencies in the flight crew licensing Implementing Rules resulting from the legislative and publication process and to include the Learning Objectives that were developed by the JAA for professional licences and instrument rating, as well as any other JAA material that could not be introduced during the development of rulemaking task FCL.001. It was considered that this solution has a positive safety impact as it ensures a harmonised implementation of the Aircrew Regulation in the field of theoretical-knowledge training and examinations (Learning Objectives) and testing and checking with the Flight Examiner Manual. Neither significant economic impacts, nor significant environmental impacts, nor social impacts, nor impacts on other aviation requirements outside the EASA scope have been identified in relation to ICAO SARPs or to other foreign, comparable requirements.

After due consideration of the above, the Agency believes that a *full RIA* for this task is not necessary. In case significant impacts are nevertheless identified, stakeholders are invited to submit supporting data and analyses to the Agency via the Comment-Response Tool (CRT).

## 2.4. Overview of the proposed amendments

- 2.4.1. **Cover Regulation:** Due to editorial changes in the numbering of Section 3 onwards in Subpart J of Part-FCL, a change to the references used in **Article 12** of the Cover Regulation was necessary.
- 2.4.2. **Part-FCL:** All subparts — The changes made to all subparts can be grouped in mere editorial changes, changes due to inconsistencies with ICAO Annex 1 (FCL.010), words omitted at the first issue (FCL.015), errors in numbering (FCL.020), grammatical errors (FCL.030), safety-related changes considered necessary by the working group (Appendix 9, (17)), or implementation problems (FCL.055). The changes falling under the categories ‘editorial changes’, ‘errors in numbering’, ‘grammatical errors’ and ‘omitted letters or words’ will not be further explained. From all necessary editorial changes that the working group detected, 53 were already included in Regulation (EU) No 245/2014 and will not be further explained here.



With Commission Decision of 6 February 2014 (notified under document C(2014) 559)<sup>5</sup>, the United Kingdom was granted five derogations from Part-FCL. Annex I to this Decision confirmed a derogation from paragraph FCL.905.SFI(a), and the content is reflected in this NPA. Annex II to this Decision confirmed a derogation from paragraph FCL.1005.SFE(a)(2), and the content is reflected in this NPA. Annex III to this Decision confirmed a derogation from paragraph FCL.910.SFI(b), and the content is reflected in this NPA. Annex IV to this Decision confirmed a derogation from paragraph FCL.905.SFI, and the content will be dealt with in a separate rulemaking task. Annex V to this Decision confirmed a derogation from paragraph FCL.625(c) and (d), and the content is reflected in this NPA.

With Commission Decision of 1 July 2014 (notified under document C(2014) 4344)<sup>6</sup>, Slovakia was granted one derogation and the United Kingdom was granted two derogations from Part-FCL. Annex I (SK) to this Decision confirmed a derogation from paragraph FCL.625(c) and (d), and the content is reflected in this NPA. Annex II (UK) to this Decision confirmed a derogation from paragraph FCL.740, and the content is reflected in this NPA. Annex III (UK) to this Decision confirmed a derogation from paragraph FCL.740.A(b)(1), and the content is reflected in this NPA. Annex IV (UK) to this Decision confirmed a derogation from paragraph FCL.1010.SFE, and the content is reflected in this NPA.

- 2.4.3. In **Part-FCL, Subpart A — General requirements, FCL.010 Definitions**, some new definitions are inserted to ensure that the terms used are implemented by all Member States in a harmonised manner.

In **FCL.015 Application for the issue, revalidation and renewal of pilot licences, ratings and certificates**, the title is completed to be consistent with the rest of the text.

In **FCL.035 Crediting of flight time and theoretical knowledge**, in (a)(2) a new paragraph is added to allow credit for flight hours on aircraft listed in (a), (b), (c) or (d) of Annex II to the Basic Regulation. In FCL.035(b)(4), it was decided to add the possibility to obtain credit for the theoretical-knowledge training and examination for licences not only in another category of aircraft but also in the same category of aircraft.

The changes made to **FCL.055 Language proficiency**, in (a), will enable competent authorities to allow those specifically authorised examiners, who are also language-proficiency assessors, to endorse the licence of a pilot with a language-proficiency endorsement. The changes in (b) will enable competent authorities to credit language-proficiency endorsements from air traffic controllers for their pilot licences, and finally the change in (c) will provide for the recognition of language-proficiency assessments performed in accordance with the method of assessment established by Member States other than the one that is responsible for the issue of the pilot licence. This is necessary in order to resolve implementation problems for General Aviation pilots and to ensure the free movement of goods, services, capital and persons.

The changes made to **FCL.060 Recent experience**, in (c)(2), clarify the content of the training flight and confirm with reference to the essential requirements defined in Annex III to Regulation (EC) No 216/2008 that the training has to be performed with a qualified instructor.

- 2.4.4. In **Part-FCL, Subpart B — Light aircraft pilot licence — LAPL**, the amendment to **FCL.135.A Extension of privileges to another class or variant of aeroplane**, in (b), where the wording concerning the differences in training was changed, was considered to be important in order

<sup>5</sup> 2014/69/EU: Commission Decision of 6 February 2014 authorising Sweden and the United Kingdom to derogate from certain common aviation safety rules pursuant to Article 14(6) of Regulation (EC) No 216/2008 of the European Parliament and of the Council (notified under document C(2014) 559) (OJ L 39, 8.2.2014, p. 60).

<sup>6</sup> 2014/425/EU: Commission Decision of 1 July 2014 authorising Slovakia and the United Kingdom to derogate from certain common aviation safety rules pursuant to Article 14(6) of Regulation (EC) No 216/2008 of the European Parliament and of the Council (notified under document C(2014) 4344) (OJ L 196, 3.7.2014, p. 30).



to avoid unnecessary burden on General Aviation. The text, if left unchanged, might be interpreted with reference to the essential requirements in the Basic Regulation in a way that familiarisation was considered to be a training to be performed with a qualified instructor.

With the amendments to **FCL.140.A Recency requirements**, the recency requirements are extended to further possibilities to maintain current flying practice by including dual training flights solo or under supervision with the aim to make it easier for General Aviation pilots to keep their licences valid.

The changes made to the helicopter, sailplane and balloon sections introduce the same wording for the training flight with an instructor for text standardisation.

For safety reasons, the word 'dual' was included in **FCL.130.B Extension of privileges to tethered flights**, in (a), as it is common practice in some Member States already to only use tethered dual instruction flights. This will avoid that supervised solo flights might be used to extend the privileges to tethered flights and will thus enhance safety.

- 2.4.5. In **Part-FCL, Subpart C — Private pilot licence — (PPL), sailplane pilot licence (SPL) and balloon pilot licence (BPL), FCL.205.A PPL(A) — Privileges**, in (a), the exercise of all the privileges of the holder of an LAPL(A) is included in the privileges for the holder of a PPL(A) to avoid unnecessary administrative burden on General Aviation pilots when they do no longer fulfil the conditions of a Class-2 medical certificate, but those of an LAPL medical certificate. With this amendment, GA pilots do not have to have an LAPL(A) issued but may use their PPL(A) licence as an LAPL(A).

**FCL.210.A PPL(A) — Experience requirements and crediting** is amended by adding to the existing possibility to perform the training only on aeroplanes the words 'or on a TMG' to allow small ATOs owning only a TMG to perform training for the PPL(A) on a TMG and thus making the access to General Aviation easier.

- 2.4.6. **Part-FCL, Subpart D — Commercial pilot licence — CPL** did not require any changes and is therefore not amended.
- 2.4.7. **Part-FCL, Subpart E — Multi-crew pilot licence — MPL** did not require any changes and is therefore not amended.
- 2.4.8. **Part-FCL, Subpart F — Airline transport pilot licence — ATPL** is amended in **FCL.510.A ATPL(A) — Prerequisites, experience and crediting**, in (b), in the last paragraph by replacing 'and' with 'or' when defining the amount of hours that may have been completed in an FSTD. During the proofreading phase of the draft Opinion on the draft regulation for Commission Regulation (EU) No 1178/2011, it was decided (following the applicable English style guide) to replace all 'and/or' with 'and' or 'or', as applicable. It turned out that some of those replacements were not appropriate and had to be corrected now.
- 2.4.9. In **Part-FCL, Subpart G — Instrument rating, FCL.610 IR — Prerequisites and crediting**, the text is amended for clarification as the existing text was ambiguous.

**FCL.615.IR Theoretical knowledge and flight instruction** is amended (in (b)), where for text standardisation the different subjects were numbered. The subject number (3) 'Flight performance and monitoring' is amended and it now reads 'Flight planning and monitoring'. This amendment was necessary to clarify that only the subsubject 'Flight planning and monitoring' was required for IR since the subject 'Flight performance and monitoring' contains also several other subsubjects.

In **FCL.625.A IR(A) — Revalidation**, the text is amended in (a)(2) where the requirement '(iii) hold the relevant valid class or type rating.' was added to solve an implementation problem to avoid that an 'empty' IR would be entered in a pilot licence.



In **FCL.625.H IR(H) — Revalidation**, a similar amendment is made to (a) where the requirement '(3) shall hold the relevant valid type rating' is introduced.

- 2.4.10. In **Part-FCL, Subpart H — Class and type ratings** is amended in **FCL.710 Class and type ratings — variants**. The word 'training' is moved from the end of the sentence to the place right after 'differences'. This change is necessary to lift unnecessary burden from General Aviation pilots. The essential requirements (ERs) defined in Annex III to Regulation (EC) No 216/2008 stipulate that all training must be given through a training course for which a syllabus must be prepared, which has to contain theoretical and practical training elements. Furthermore, ERs require that all training must be given by suitably qualified instructors. The Agency and the members of the working group considered this not necessary for a familiarisation with a new variant within the same subgroup of a class or type rating and, therefore, decided to clarify the issue by differentiating 'difference training' from 'familiarisation'.

The amendment of (b) further specifies that for types of aircraft or certain classes of aeroplanes where a differences training is required either by the 'List of types of aircraft' published by the Agency or by the operational suitability data (OSD), the differences training has to be conducted within an ATO. This change only confirms a general practice applied in most Member States already.

The amendment of (c) confirms another general practice, namely that the differences training for SEP and MEP aeroplanes may be conducted by an appropriately qualified instructor unless otherwise mandated by the OSD. This allows an easy but still safe approach for General Aviation pilots to fly different aeroplanes.

The introduction of new text in (b) and (c) required the renumbering of the former paragraphs (b) and (c) to (d) and (e).

**FCL.740 Validity and renewal of class and type ratings** is amended in (1) by adding a sentence to allow pilots to fulfil the revalidation requirements for their class or type ratings earlier than the time indicated in the aircraft specific revalidation paragraphs. This change was requested by Member States and industry to allow for a flexible crew planning and to allow General Aviation pilots to align the validity periods of their ratings with seasonal flying conditions. FCL.740 is further amended by adding paragraph (3), because in FCL.725(e) initially only the requirements for the issue of a type rating to pilots holding a flight-test rating who were involved in the development of the aircraft were covered. Having in mind that also after the introduction of a new type further test flights will be necessary, it was considered adequate that pilots involved in the test flights after the certification process has finished would be entitled to get credit for the revalidation or renewal of the type rating concerned.

**FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes** is amended in (c) to clarify the intention of the text. This has become necessary as the existing wording has led to discussions on how it should be understood. To ensure a harmonised implementation in all Member States the new text was included.

The amendment to **FCL.720.A(d)(2)** represents an alleviation of the existing requirement. So far it was required that before starting the training course for the first MPA type rating, a pilot had either to be a student of an MPL course or hold amongst others a multi-engine IR(A). To this text, the wording 'or have held' was added. The considerations behind this addition were that an MPA skill test includes always an ME IR test and thus it is not necessary to actually hold the IR when the course starts.

In **FCL.730.A** the text is amended to further explain the abbreviations for 'grandfathered C (CG)' and 'grandfathered D (DG)' for FFSs by using the term 'grandfathered' which stems from CS-FSTD.



In **FCL.735.A Multi-crew cooperation training course — aeroplanes**, in (a)(2), the name of the training device to be used for the training for MCC is changed from ‘FNPT II’ to ‘FNPT II MCC’ because, for technical reasons, an FNPT II cannot be used for this kind of training.

**FCL.740.A Revalidation of class and type ratings — aeroplanes** is amended in (b)(1)(ii) in the subparagraph where the training flight is mentioned. The first change there is that the ‘training flight of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI)’ is amended to ‘refresher training of at least 1 hour of total flight time with an instructor’. The reasoning behind is that sometimes due to weather constraints or training-related reasons it might be necessary to interrupt the training flight before 1 hour is completed, and when reference is made to an instructor only a qualified instructor may perform this flight and this would then be an FI or a CRI. The last sentence of this paragraph deals with the possibility to be exempted from the training flight. To date it was possible for pilots to be exempted from the training flight provided they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane. It was considered to be safe and proportionate to remove unnecessary burden from General Aviation to include in the list also an ‘assessment of competence’.

**FCL.740.A** is further amended in (b)(3) with the introduction of a new paragraph to include requirements when pilots hold both a single-engine piston aeroplane land and a single-engine piston aeroplane sea class rating. The requirements are kept to a minimum to avoid unnecessary burden on General Aviation and to reflect already the changes published by the Commission with the last amendment package.

In **FCL.735.H Multi-crew cooperation training course — helicopters**, in (b), the name of the FSTD to be used for the training required a completion on MCC. The new name has to be ‘FTD 2/3(MCC)’ as the unamended text requires an ‘FTD 2/3’ that cannot be used for MCC training for technical reasons.

- 2.4.11. In **Part-FCL, Subpart I — Additional ratings** is amended in **FCL.805 Sailplane towing and banner towing ratings** in (c)(2)(ii) by replacing ‘dual flights’ with ‘dual instruction flights’. This change is considered necessary in order to align the text with the definition for ‘dual instruction time’ used in FCL.010.

In **FCL.810 Night rating**, in (a)(1) and (b)(2), the text is amended to ensure that both paragraphs for the aeroplane and the helicopter category are drafted in a consistent way, which was not the case before. The amendments to FCL.810(a)(3) are made to avoid any misunderstanding in the application of this requirement. Such misunderstandings were experienced by several competent authorities when approving night rating training courses. The amendment to FCL.810(b)(2)(i), where the requirement for ‘5 hours of theoretical-knowledge instruction’ is changed to ‘theoretical-knowledge instruction’, is considered to be safe and necessary in order to align the text with the requirements of (a)(1)(i). It was decided to amend the text in this way after considering that it is more important to make sure that the content of the theoretical-knowledge course is taught rather than to bind it to a certain number of hours and to lift unnecessary burden from General Aviation pilots. In FCL.810(c) the specification ‘dual’ is introduced for the required two instruction flights to make sure that those training flights cannot be performed only under the supervision of a flight instructor.

In **FCL.815 Mountain rating**, in (e)(1), the term ‘mountain landings’ is replaced by ‘landings on a surface designated as requiring a mountain rating’ to emphasise that not all airfields in the mountains require such a rating since, during implementation, many pilots had doubts about their privileges to land on a mountainous area.

- 2.4.12. **Part-FCL, Subpart J — Instructors**



Despite the fact that the Agency will soon initiate a separate rulemaking task to amend Part-FCL Subpart J, the working group considered it necessary to amend the text for the most urgent issues. Therefore, several (sometimes) significant changes have been introduced.

In **FCL.900 Instructor certificates**, in (c), instruction outside the territory of the Member States, in (1) the content of subparagraph (i) is included in the introductory text, and the text is redrafted to avoid ambiguity and misunderstanding of the text.

In **FCL.915 General prerequisites and requirements for instructors**, the text in (b) is amended to clarify it and make it better understandable. The separation of licence and class or type rating training is considered necessary to allow also holders of a PPL to train holders of a CPL or ATPL for class or type ratings they are qualified for. The text is amended to lift unnecessary burden from General Aviation pilots and to achieve harmonised implementation in all Member States.

In **FCL.935 Assessment of competence**, the text is amended from 'aircraft category' to 'aircraft class, type or FSTD' to make sure that all instructor privileges are covered.

In **FCL.905.FI Privileges and conditions**, the text is amended in (g)(3)(i) and (ii) following some implementation problems that were encountered during the initial implementation phase by several competent authorities. The new text does not change the content of the requirement but intends to ensure a harmonised implementation without any ambiguities in the text. The amendment to FCL.905.FI(h)(1), where 'training course' was replaced by 'certificate', was necessary since in the referenced paragraph FCL.915.CRI the rule text refers to a certificate.

In **FCL.915.FI Prerequisites**, the text is amended in (b)(2)(i) to make it better understandable. The initial wording led in some Member States to discussions about the interpretation of the requirements. The working group agreed that this new wording is appropriate for a harmonised implementation.

In **FCL.930.FI Training course**, a new paragraph (c) is added to allow holders of an FI rating to be credited with the requirement of 25 hours of teaching and learning training if they hold any other instructor rating. In fact, this is done to make this instructor rating easier accessible, thus lifting unnecessary burden from General Aviation pilots.

In **FCL.940.FI Revalidation and renewal**, the requirement in (a)(2) is amended to align the text with all other instructor ratings by replacing 'refresher seminar' with 'refresher training'. To avoid too many changes in the training programmes, the AMC text to this requirement is amended with a wording that indicates that the refresher training for the revalidation and renewal of the FI certificate should be held as a seminar. Regarding 'renewal' in (c), the requirement is aligned with the other instructor certificates for text-standardisation reasons. To date, the requirements for the renewal provide regulations for a renewal after any lapsed period of time. These requirements were taken over from JAR-FCL 1 where licences had a validity period of five years. This is no longer the case. Therefore, it seems to be appropriate that in the case the instructor rating has lapsed for more than 3 years, the instructor has to receive instructor refresher training as an FI in an ATO following a training syllabus established by the ATO and pass an assessment of competence. The details to be considered by the ATO are detailed in the amended AMC1 FCL.940.FI and FCL.940.IRI, and were aligned with those ones from other instructor ratings. The significant difference to other instructor certificates to require more training for the renewal only after the rating has lapsed for more than 3 years was specifically introduced to avoid unnecessary burden on General Aviation. The period of 3 years was chosen because an instructor rating is valid for 3 years.

In **FCL.905.TRI Privileges and conditions**, the existing text in (b) is amended as it turned out to be an unnecessary burden on industry to require 3 years of experience as a TRI for the



privilege to instruct for the issue of a TRI or SFI certificate, mainly because the 3 years of experience did not give a realistic indication of the experience the TRI had gained during this time. The proposed text is considered more appropriate to address safety concerns and industry needs.

The amendments to **FCL.910.TRI Restricted privileges** were made to resolve inconsistencies that posed severe implementation problems in the Member States. The rule is complemented with a requirement on how to remove a restriction which was missing before. A specification for the qualification to provide line flying under supervision is included and the extension to further types is clarified in connection with OSD.

**FCL.930.TRI Training course** is amended in (a)(2) to specify that the technical training has to be related to the appropriate aircraft. This amendment is necessary in order to solve implementation problems. The insertion of a number (4) in (a) became necessary after the changes made to FCL.905.TRI.

**FCL.935.TRI Assessment of competence** is amended to solve an implementation problem. The text is changed to clarify that the assessment of competence should preferably be performed in an FFS, and only for TRIs for single-pilot aeroplanes it shall be performed on the aircraft.

The amendments to **FCL.940.TRI Revalidation and renewal**, in (a)(1), where in (i) the recurrent training course was added, are made to solve an implementation issue. It has turned out that it was very difficult for certain types to find complete type-rating courses to train future TRIs. All other changes to FCL.940.TRI are made for text standardisation and correction of grammatical errors.

**FCL.905.CRI Privileges and conditions** is amended for text consistency by adding a new paragraph (d) to align the privileges of the class rating instructor with those of the type rating instructor for single-pilot aeroplanes.

**FCL.940.CRI Revalidation and renewal** is amended in (a) to align the text with the rest of the paragraph by including the header 'Revalidation' as for 'Renewal' and highlighting that the pilot has to fulfil two of the three requirements.

**FCL.930.IRI Training course** is amended in (a)(3)(ii) to align the text for the helicopter category with the requirement for the aeroplane category in (3)(i).

**FCL.905.SFI Privileges and conditions** is amended to solve implementation problems. The text is complemented by adding a sentence in (b) and changing the formal structure for clarity.

**FCL.910.SFI Restricted privileges** is amended by adding a paragraph (b) to align the requirement for the SFI with the TRI requirements. In order to solve an implementation problem and to satisfy strong industry needs, it was considered appropriate to add in the new paragraph (c) the possibility that in addition to the existing TRE also an SFE may supervise the 3 hours of flight instruction required for the extension of the SFI privileges to another FSTD.

**FCL.915.SFI Prerequisites** is amended in (b) to clarify common practice and to reflect all possible scenarios for SFIs holding a valid licence and rating and for those SFIs who held such a licence. The changes in (d)(1) became necessary as the existing text was too restrictive and without an added value for safety whilst the introduction of the new wording requiring 500 hours on aeroplanes and 30 hours as PIC on the applicable type were considered safe and more appropriate for the intended result.

**FCL.930.SFI Training course** is amended in (a)(2) for text-standardisation reasons by adding 'FSTD'.



**FCL.940.SFI Revalidation and renewal** is amended by adding a new paragraph (d) to implement the requirements of the operational suitability data established in accordance with Part-21. The changes to (e)(1) and (2) were necessary to clarify the requirement.

The specific requirements for the MCCI were amended in **FCL.930.MCCI Training course** and in **FCL.940.MCCI Revalidation and renewal** in order to make the text better understandable by replacing 'FNPT II/III, FTD 2/3 or FFS' with 'FSTD'.

The working group decided to amend **FCL.910.STI Restricted privileges** in order to align the text with all other restricted instructor certificates and to solve implementation problems.

#### 2.4.13. Part-FCL, Subpart K — Examiners

Despite the fact that the Agency will soon initiate a separate rulemaking task to amend Part-FCL Subpart K, the working group considered it necessary to amend the text for the most urgent issues. Therefore, several (sometimes significant) changes have been introduced.

**FCL.1000 Examiner certificates** is amended in (a)(1) by adding, to the requirement that an examiner has to have instructor privileges, the sentence 'unless otherwise determined in this Part' because the SFI does not have the privilege to instruct for SFI certificates. The amendments to (c)(1) became necessary to clarify the text which posed implementation problems due to an incorrect wording. It was decided to delete subparagraph (i) as it repeated the requirements from (a).

**FCL.1005 Limitation of privileges in case of vested interests** is amended in (a) where subparagraph (2) is deleted. The working group considered the content of this subparagraph not decisive for safety and decided to delete it in order to lift unnecessary burden from General Aviation. A similar change was also included in the latest amendment package to the Aircrew Regulation which will enter into force in 2015.

**FCL.1025 Validity, revalidation and renewal of examiner certificates** is amended in (b)(3) by adding the possibility to replace the supervised test or check by an assessment of competence in accordance with FCL.1020. During the implementation it became clear that some examiners working for General Aviation were not able to fulfil the requirement and it was decided to support General Aviation and alleviate the requirement.

The amendment to **FCL.1005.TRE Privileges and conditions** was triggered by the changes to FCL.1015 which were made for text standardisation.

**FCL.1010.CRE Prerequisites** is amended by adding to the requirement to hold a CRI certificate the possibility to hold 'an FI certificate with the privilege to provide class or type-rating instruction' to support General Aviation by easing the access of General Aviation instructors to examiner privileges.

**FCL.1010.IRE Prerequisites** is amended as above to include also qualified FIs in the target group for potential IREs; this is also done to promote easy access for General Aviation Instructors.

The amendments to **FCL.1005.SFE Privileges and conditions** were triggered by the text changes made to Subpart J 'Instructors'.

The amendments to **FCL.1010.SFE Prerequisites** are linked to implementation problems that had to be solved, to text changes due to changes made in Subpart J, and due to a missing word in (a)(1)(ii) and (b)(2) where the verb 'hold' is inserted.

In **FCL.1005.FIE Privileges and conditions**, the text is amended by adding 'STI(A)' and 'STI(H)' to the list of instructors that may be assessed by the FIE, as STI was omitted in the former text.



A new Section 8 is inserted to cover the specific requirements for senior examiners (SEs). As those examiners play a key role in the qualification of new examiners, there was a strong demand from industry and Member States to define the privileges and conditions for SEs. Therefore, a new **FCL.1035.SE Privileges and conditions** is introduced.

#### 2.4.14. **Part-FCL Appendices**

The changes to **Appendix 1 to Part-FCL Crediting of theoretical knowledge** are contained in 2.1. where the requirement for the theoretical-knowledge bridge instruction to be performed in an ATO is added. This change is made for consistency as an approved course can only be performed in an ATO. A complementary change was made in 3.1.

**Appendix 2 — Language proficiency rating scale** is not amended.

In **Appendix 3 — Training courses for the issue of a CPL and an ATPL**, 'E. CPL modular course — Aeroplanes' possible credits from other categories of aircraft are introduced in order to make the access to professional licences easier for General Aviation pilots when they have already experience in other aircraft categories. Similar changes are made for the helicopter category.

In 'N. CPL modular course — Airships', the text on the experience requirement is amended to be in line with the requirements of ICAO Annex 1.

**Appendices 4, 5, 6 and 7** are only amended in order to correct formatting and grammatical errors.

**Appendix 8 — Cross-crediting of the IR part of a class or type rating proficiency check** has posed huge implementation problems to competent authorities and industry as the way it was drafted allowed for several, different interpretations. Therefore, the working group entirely redrafted the aeroplane section and corrected the helicopter part, where necessary.

**Appendix 9 — Training, skill test and proficiency check for MPL, ATPL, type and class ratings and proficiency check for IRs** is amended in paragraph 17 to satisfy strong industry needs. There are big ATOs that do not own any aircraft but use only FFS for the type-rating training. It has become difficult for pilots to perform the aircraft training and, therefore, it was necessary to make the access to the aircraft training easier. The working group specifically wanted the training to be kept within an ATO with the only exception that AOC holders may also perform it as they are also subject to organisation approval and oversight. In Section 6 'Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes' the text is amended in (c) by deleting the sentence that allowed for a restriction to VFR only. The working group amended it as it seems unrealistic to fly an MPA VFR only. In paragraph (e)(iii), the existing text is complemented to create also for those aeroplanes for which no simulator exists the possibility to use other FSTDs.

2.4.15. **Annex II** is not amended.

2.4.16. **Annex III** is amended in paragraph (6)(b) to include pilots that are employed by another competent authority. The working group added this text at the request of some competent authorities to provide for an easy approach in the case of introduction of new types. This change was also included in the latest amendment package to the Aircrew Regulation which will enter into force in 2015.

2.4.17. **NPA (B): AMC & GM**, all subparts — The amendments made to the AMC and GM of all subparts can be grouped in mere editorial changes, changes due to inconsistencies with the new rule text, words omitted at the first issue, errors in numbering, grammatical errors, safety-related changes considered necessary by the working group, or implementation



problems. The changes falling under the categories ‘editorial changes’, ‘errors in numbering’, ‘grammatical errors’ and ‘omitted letters or words’ will not be further explained.

#### 2.4.18. AMC & GM to Subpart A — General requirements

**GM1 FCL.005 Scope** is amended in (c) with a new definition for ‘inclusive and exclusive or’. During the drafting phase of the Opinion on the amendment of Commission Regulation (EU) No 1178/2011, the decision was taken to eliminate, in accordance with the English drafting rules, the wording ‘and/or’ and replace it with ‘and’ or ‘or’. In some cases the use of ‘or’ has led to misunderstandings and Member States and industry had requested to add in addition to the definition of the inclusive ‘or’ also a definition of an exclusive ‘or’. With the amendment, both definitions are combined into a single one for better understanding.

**GM1 FCL.010 Definitions** is amended to contain also acronyms that are introduced with the Flight Examiner Manual and the Learning Objectives.

A new **GM2 FCL.010 Definitions** is introduced for a better understanding of the definition of ‘available’ in the context of using FSTDs.

In **AMC1 FCL.050 Recording of flight time**, a sentence is introduced for the aeroplane, helicopter and powered-lift category to allow pilots to use also logbooks in a computerised format. The amendment was considered necessary by the working group in order to reflect modern technical developments.

#### 2.4.19. AMC & GM to Subpart B — Light aircraft pilot licence — LAPL

A new **AMC1 FCL.140.A Recency requirements; FCL.740.A (b)(1)(ii) Revalidation of class and type ratings aeroplanes** is introduced to support General Aviation. In some aeroclubs the only aircraft available is a historic one and, therefore, is listed in Annex II to Regulation (EC) No 216/2008 as an aircraft to which neither the Basic Regulation nor the corresponding Implementing Rules were applicable. To enable pilots to have hours flown on such aircraft credited towards the requirements for recency for LAPL holders and for revalidation of single-engine piston aeroplanes this AMC is created.

A new **AMC2 FCL.140.A; FCL.140.H; FCL.140.S — Recency requirements** is introduced to specify the contents of the training flight for the continuous validity of the privileges of an LAPL without putting additional burden on General Aviation pilots — yet enhancing safety, providing guidance for instructors, and answering a safety recommendation.

In **AMC1 FCL.110.H LAPL(H) – Experience requirements and crediting** the text is amended in (c)(2) where exercise 22b is put in line with the relevant part of the PPL(H) training syllabus. This was considered necessary for safety reasons.

The **theoretical-knowledge syllabus for PPL(A) and PPL(H) in AMC1 FCL.210; FCL.215** is amended where parts of the ‘Meteorology’ subject were missing. When the AMC & GM to Part-FCL was published, some technical problems led to the loss of these items and said subject had to be completed again.

#### 2.4.20. AMC & GM to Subpart C — Private pilot licence (PPL), sailplane pilot licence (SPL) and balloon pilot licence (BPL)

**AMC1 FCL.210 PPL(A) Training course** is amended to include the training elements omitted during the initial drafting. The reason for the insertion of the training element ‘hazards of over-reliance on the use of GNSS in the continuation of light in DVE’ was identified by the helicopter community to be inconsistent with the helicopter syllabus and was considered to be highly safety-relevant by the working group.



**AMC1 FCL.210.H** is amended by replacing the title with **AMC2 FCL.210 PPL(H) Training course** to be in line with the title of the AMC for the PPL(A) training course, and exercises 31a and 31b are deleted as they referred to night rating. Night rating is now an additional rating and, therefore, this is no longer necessary.

**AMC1 FCL.225.B BPL — Extension of privileges to another balloon class or group** is complemented with detailed reference to FCL.225.B(a) to make sure that the pilots do not have to undergo additional training which is not covered by the rule.

2.4.21. **AMC & GM to Subpart D — Commercial pilot licence — CPL**

**AMC1 FCL.310; FCL.515(b); FCL.615(b)** are replaced in their entirety by a new AMC that includes all the **Learning Objectives**. For further details please see the explanations below under the heading 'NPAs (D)(1) and (D)(2) — Learning Objectives (LOs)'.

2.4.22. **AMC & GM to Subpart E — Multi-crew pilot licence — MPL** is not amended.

2.4.23. **AMC & GM to Subpart F — Airline transport pilot licence — ATPL**

**AMC1 FCL.510.A Prerequisites and crediting** is deleted as the whole AMC has become obsolete due to text changes to FCL.510.A during the process of rulemaking task FCL.001.

2.4.24. **AMC & GM to Subpart G — Instrument rating**

In AMC1 FCL.625(c) the reference had to be corrected from 'FCL.740' to 'FCL.625(c)' for text consistency.

2.4.25. **AMC & GM to Subpart H — Class and type ratings**

**AMC1 FCL.740(b)(1) Validity and renewal of class and type ratings** is amended by deleting the first sentence in (a) since it referred to the rule text which was not necessary and in this case misleading as it implied that there always has to be a training but the ATO may determine that there is no training required at all.

A new **AMC1 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings** is introduced to specify the contents of the training flight for the revalidation of a single-engine piston aeroplane or a TMG without putting additional burden on General Aviation pilots — yet enhancing safety, providing guidance for instructors, and answering a safety recommendation.

2.4.26. **AMC & GM to Subpart I — Additional ratings**

In **AMC1 FCL.800 Aerobatic rating** the text is amended by deleting the word 'helicopter' as there is no helicopter aerobatic rating in the rule text.

In **AMC1 FCL.810(b) Night rating** a syllabus for the aeroplane category was missing. The working group has created a syllabus in line with the existing syllabus for a helicopter night rating.

2.4.27. **AMC & GM to Subpart J — Instructors**

**AMC1 FCL.930.FI Training course:** in (d), a change from 'skill test' to 'assessment of competence' was necessary as there is no skill test for instructors but only assessments of competence.

**AMC1 FCL.940.FI(a)(2) Revalidation and renewal** is amended to reflect the changes made to the rule text. With the amendment, it is made clear that for revalidation and renewal, if the rating has lapsed for less than 3 years, the refresher seminar can be used as this is already general practice. Only if the rating has lapsed for more than 3 years, further training may be required and the criteria for the ATO to determine the required amount of training is now



defined in the AMC. The period of 3 years does not apply to other instructor categories and is introduced to avoid unnecessary burden on General Aviation pilots.

**AMC1 FCL.930.TRI Training course** is amended by replacing the existing AMC with a new one. The working group identified implementation problems with the existing course and started changing the existing syllabus. After the changes were made to the rule text, it was considered that the changes to be applied to the syllabus were too significant and, therefore, the working group redrafted the whole AMC.

Due to the changes to the rule text, a new AMC is inserted to cover the requirements for the revalidation and renewal of the TRI and SFI ratings.

#### 2.4.28. **AMC & GM to Part-FCL, Subpart K — Examiners**

**AMC1 FCL.1015(b) Examiner standardisation** is complemented to enable training not only on role-played but also on real tests, checks or assessments of competence. This was requested by industry and supported by the working group to make the planning and thus the access to the standardisation training easier.

In **GM1 FCL.1015 Examiner standardisation** the time frames for tests, checks and assessments of competence are explained. Some of the timelines had proven to be inappropriate for the test, some were not related to the correct test or check and, therefore, the working group reworded and complemented certain passages to ensure a safe and uniform implementation in all Member States.

#### 2.4.29. **AMC & GM to the Appendices**

A new **GM1 Appendix 3, 4, 5, 6, 7, 9** is introduced to include the maximum credits that can be obtained from the different qualification levels of FFSs. This information is part of the JAA requirements that were not taken over during other rulemaking activities.

In **AMC & GM Appendix 3 — Training courses for the issue of CPL and an ATPL** the text is amended in AMC1 to Appendix 3 for clarification in B to determine the exact duration of the different courses. This was considered necessary after several Member States had reported implementation problems due to the former wording.

In **GM1 Appendix 3; Appendix 6; FCL.735.H Overview of FSTD training credits for dual instruction in helicopter flying training courses** the content of the total FSTD credits field is replaced by a single note to ensure clarity.

**GM1 Appendix 7 — IR skill test** is deleted because it became obsolete as it was a mere repetition of the rule text.

#### 2.4.30. **NPAs (C)(1), (C)(2) and (C)(3) — Flight Examiner Manual (FEM)**

In order to ensure standardised and harmonised implementation in all Member States, detailed Guidance Material for examiners is required. The FEM proposed with this NPA was developed on the basis of the former JAR-FCL FEM. As the legal basis for the FEM has changed, the first step was to amend all the references to the rule text and to the AMC and GM. In the second step, the experts involved in this task complemented the FEM with best practices from different Member States.

The draft FEM contains guidance for competent authorities with regard to the training and management of examiners, and provides all examiners with a convenient and current reference to assist them in the conduct of their examination duties. The aim of the FEM is to ensure that Part-FCL examiners use current and standardised practices. This is also the reason for placing the FEM at AMC level, as this will require examiners to apply the FEM guidance during their examination duties in a standardised and harmonised way. The FEM comprises a



total of 12 modules providing guidance on the conduct of test and checks such as for the LAPL, PPL, CPL, MPL and ATPL. 6 modules are reserved for future development as the expert group did not have the resources to complete all modules.

#### 2.4.31. NPAs (D)(1) and (D)(2) — Learning Objectives (LOs)

- (a) The current AMC1 FCL.310; FCL.515(b); FCL.615(b) for aeroplanes and helicopters, as it is currently published, is too general and some NAAs/ATOs have reported certain problems with the application of the Aircrew Regulation as written because the AMC lacks detailed Learning Objectives and also lacks the modularity required to account for different professional pilot licences and ratings. Therefore, the FCL.002 Rulemaking Group was tasked with incorporating the JAA Learning Objectives (LOs) in an AMC to Part-FCL. The FCL.002 LOs Working Group (LOs WG) undertook a one-off review, as set out at the first FCL.002 plenary meeting, to create an AMC incorporating the Theoretical Knowledge (TK) Syllabus and the JAA LOs in accordance with the Terms of Reference for FCL.002(a)&(b).
- (b) This one-off review was limited to making minor changes to the content of the JAA LOs in order to make them applicable. These changes were made to ensure that there was limited impact on the European Central Question Bank used for TK examinations. The LOs have been updated for consistency of references to documents and to any new regulations, for correction of editorial mistakes, marking of the applicable LOs and of formatting. The review did not include a technical review of the content of the TK syllabus and the LOs which requires the engagement of subject-matter experts. Based on the recommendation of the FCL.002 LOs WG, for the complete technical review of the LOs, the Agency plans to initiate the RMT.0595 rulemaking task as further specified in the 2014–2017 Rulemaking Programme.
- (c) The FCL.002 LOs WG has transferred the JAA LOs version of January 2009 and proposes that the TK syllabus of AMC1 FCL.310; FCL.515(b); FCL.615(b)(a) for aeroplanes and helicopters be replaced with the detailed TK syllabus and associated LOs for the ATPL, (MPL) and CPL pilot licence and instrument rating (IR) training courses.
- (d) The Notes/Introduction text relevant to all the subjects for TK instruction are moved from the LOs files to the 'General Notes' of paragraph (a). These General Notes also contain the overview of the chapters with particular TK subjects and list the regulations and documents referred to in the LOs.
- (e) General Notes are followed by 16 chapters with LOs for 16 TK subjects. For each topic in the detailed TK syllabus, one or more LOs are set out. The applicability of a certain LO for ATPL(A), CPL(A), ATPL/IR(H), ATPL(H), CPL(H) and/or IR TK instruction is marked with an 'x'.
- (f) In Chapter A, which contains the LOs for subject 010 'Air law', topic 010 04 02 00 on JAR-FCL is deleted and new topics 010 04 03 00 on Part-FCL, 010 04 04 00 on Part-MED and 010 14 00 00 on the Basic Regulation are added.
- (g) Safety Recommendations FRAN-2013-017, FRAN-2013-033, FRAN-2013-035 and the safety recommendation responses of the ASAGA (Aeroplane State Awareness during Go-Around) study have been addressed at LO level by introducing two new LOs. The first LO 033 06 01 03 will require knowledge of the methodology for monitoring primary-flight parameters during the application of procedures requiring a high flight-crew workload within a short time frame (e.g. during the go-around procedures). The second LO 040 03 03 01 will require explanation of the risks associated with dispersion and/or channelised attention during the aforementioned high-workload procedures.



- (h) Based on the input received on the current LOs for subject 082 'Principles of flight (Helicopters)', certain introductory notes and LOs for this subject have been corrected and further clarified. As mentioned above, no further significant modifications (except some editorial/grammar changes/corrections and the update of references) have been introduced in the detailed TK syllabus and the LOs.
- (i) Following the review of the respective JAA LOs and Part-ARA requirements for IR TK examinations, the incorrect assignment of subjects 021 'Airframe and systems, electrics, powerplant and emergency equipment' and 061 'General navigation' for IR TK instruction has been corrected in Chapters B and J.
- (j) The means of marking the applicable LOs in AMC1 FCL.310; FCL.515(b); FCL.615(b)(b) for airships have been added before the table of the TK syllabus.



### 3. Proposed amendments

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with ~~strike through~~;
- (b) new or amended text is highlighted in grey.

#### 3.1. Draft Regulation (Draft EASA Opinion)



► B

## COMMISSION REGULATION (EU) No 1178/2011

of 3 November 2011

laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

(Text with EEA relevance)

(OJ L 311, 25.11.2011, p. 1)

Amended by:

## Official Journal

		No	Page	Date
► <u>M1</u>	Commission Regulation (EU) No 290/2012 of 30 March 2012	L 100	1	5.4.2012
► <u>M2</u>	Commission Regulation (EU) No 70/2014 of 27 January 2014	L 23	25	28.1.2014
► <u>M3</u>	Commission Regulation (EU) No 245/2014 of 13 March 2014	L 74	33	14.3.2014

▼ B**COVER REGULATION**

In Article 12, paragraph (2)(e) is amended as follows:

‘the provisions of Sections ~~10-9~~ and ~~11-10~~ of Subpart J.’



▼ B

## ANNEX I [PART-FCL]

### SUBPART A GENERAL REQUIREMENTS

#### FCL.001 Competent authority

For the purpose of this Part, the competent authority shall be an authority designated by the Member State to whom a person applies for the issue of pilot licences or associated ratings or certificates.

#### FCL.005 Scope

This Part establishes the requirements for the issue of pilot licences and associated ratings and certificates and the conditions of their validity and use.

#### FCL.010 Definitions

For the purposes of this Part, the following definitions apply:

"Aerobatic flight" means an intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight or for instruction for licences or ratings other than the aerobatic rating.

"Aeroplane" means an engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.

"Aeroplane required to be operated with a co-pilot" means a type of aeroplane which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.

"Aircraft" means any machine ~~which that~~ can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

"Airmanship" means the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

"Airship" means a power-driven lighter-than-air aircraft, with the exception of hot-air airships, which, for the purposes of this Part, are included in the definition of balloon.

"Assessment of competence" means the demonstration of competence for an instructor or examiner certificate.

"Available" means, in the context of using FSTDs, any FSTD that is certified in accordance with Regulation (EC) No 216/2008 by the competent authority of a Member State or the Agency, and is obtainable for lease or hire.

"Balloon" means a lighter-than-air aircraft which is not engine-driven and sustains flight through the use of either gas or an airborne heater. For the purposes of this Part, a hot-air airship, although engine-driven, is also considered a balloon.

"Basic Instrument Training Device" (BITD) means a ground-based training device which represents the student pilot's station of a class of aeroplanes. It may use screen-based instrument panels and spring-loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight.

"Category of aircraft" means a categorisation of aircraft according to specified basic characteristics, for example aeroplane, powered-lift, helicopter, airship, sailplane, free balloon.

"Class of aeroplane" means a categorisation of single-pilot aeroplanes not requiring a type rating.



"Class of balloon" means a categorisation of balloons taking into account the lifting means used to sustain flight.

"Commercial air transport" means the transport of passengers, cargo or mail for remuneration or hire.

"Competency" means a combination of skills, knowledge and attitude required to perform a task to the prescribed standard.

"Competency element" means an action which constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

"Competency unit" means a discrete function consisting of a number of competency elements.

"Co-pilot" means a pilot operating other than as pilot-in-command, on an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

"Cross-country" means a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.

"Cruise relief co-pilot" means a pilot who relieves the co-pilot of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations above FL 200.

"Dual instruction time" means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

"Error" means an action or inaction taken by the flight crew which leads to deviations from organisational or flight intentions or expectations.

"Error management" means the process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.

"Full Flight Simulator" (FFS) means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system.

"Flight time":

for aeroplanes, touring motor gliders and powered-lift, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

for helicopters, it means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

for airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

for sailplanes, it means the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;

for balloons, it means the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.

"Flight time under Instrument Flight Rules" (IFR) means all flight time during which the aircraft is being operated under the Instrument Flight Rules.

"Flight Training Device" (FTD) means a full size replica of a specific aircraft type's instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight



conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system, except in the case of helicopter FTD levels 2 and 3, where visual systems are required.

"Flight and Navigation Procedures Trainer" (FNPT) means a training device which represents the flight deck or cockpit environment, including the assemblage of equipment and computer programmes necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft.

"Flown by sole reference to instruments" means that the applicant shall demonstrate the ability to fly the aircraft without any external visual references, in simulated or actual IMC.

"Group of balloons" means a categorisation of balloons, taking into account the size or capacity of the envelope.

"Helicopter" means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

"Instrument flight time" means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

"Instrument ground time" means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices (FSTD).

"Instrument time" means instrument flight time or instrument ground time.

"Multi-pilot operation":

for aeroplanes, it means an operation requiring at least 2 pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes;

for helicopters, it means an operation requiring at least 2 pilots using multi-crew cooperation on multi-pilot helicopters.

"Multi-crew cooperation" (MCC) means the functioning of the flight crew as a team of cooperating members led by the pilot-in-command.

"Multi-pilot aircraft":

for aeroplanes, it means aeroplanes certificated for operation with a minimum crew of at least two pilots;

for helicopters, airships and powered-lift aircraft, it means the type of aircraft which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate or equivalent document.

"Night" means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority, as defined by the Member State.

"Other training devices" (OTD) means training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.

"Performance criteria" means a simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

"Pilot-in-command" (PIC) means the pilot designated as being in command and charged with the safe conduct of the flight.

"Pilot-in-command under supervision" (PICUS) means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.

"Powered-lift aircraft" means any aircraft deriving vertical lift and in flight propulsion/lift from variable geometry rotors or engines/propulsive devices attached to or contained within the fuselage or wings.



"Powered sailplane" means an aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane.

"Private pilot" means a pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given, with the exclusion of instruction or examination activities, as established in this Part.

"Proficiency check" means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.

"Renewal" (of, e.g. a rating or certificate) means the administrative action taken after a rating or certificate has lapsed for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

"Revalidation" (of, e.g. a rating or certificate) means the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

"Route sector" means a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

"Sailplane" means a heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine.

"Single-pilot aircraft" means an aircraft certificated for operation by one pilot.

"Skill test" means the demonstration of skill for a licence or rating issue, including such oral examination as may be required.

"Solo flight time" means flight time during which a student pilot is the sole occupant of an aircraft.

"Student pilot-in-command" (SPIC) means a student pilot acting as pilot-in-command on a flight with an instructor where the latter will only observe the student pilot and shall not influence or control the flight of the aircraft.

"Threat" means events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

"Threat management" means the process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.

"Touring Motor Glider" (TMG) means a specific class of powered sailplane having an integrally mounted, non-retractable engine and a non-retractable propeller. It shall be capable of taking off and climbing under its own power according to its flight manual.

"Type of aircraft" means a categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with Part-21, and which include all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.

### ▼ M3

## **FCL.015 Application ~~and~~ for the issue, revalidation and renewal of licences, ratings and certificates**

### ▼ B

- (a) An application for the issue, revalidation or renewal of pilot licences and associated ratings and certificates shall be submitted to the competent authority in a form and manner established by this authority. The application shall be accompanied by evidence that the applicant complies with the



requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Part and Part-Medical.

- (b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the competent authority.
- (c) A person shall not hold at any time more than one licence per category of aircraft issued in accordance with this Part.
- (d) An application for the issue of a licence for another category of aircraft, or for the issue of further ratings or certificates, as well as an amendment, revalidation or renewal of those licences, ratings or certificates shall be submitted to the competent authority which initially issued the pilot licence, except when the pilot has requested a change of competent authority and a transfer of his licensing and medical records to that authority.

▼ M3

**FCL.020 Student pilot**

- (a) A student pilot shall not fly solo unless authorised to do so and supervised by a flight instructor.
- (b) Before his/her first solo flight, a student pilot shall be at least:
  - (1) in the case of aeroplanes, helicopters and airships: 16 years of age;
  - (2) in the case of sailplanes and balloons: 14 years of age.

**FCL.025 Theoretical knowledge examinations for the issue of licences and ratings**

▼ B

- (a) Responsibilities of the applicant

▼ M3

- (1) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or rating under the responsibility of one Member State.
- (2) Applicants shall only take the theoretical knowledge examination when recommended by the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.

▼ B

- (3) The recommendation by an ATO shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by the ATO, based on the needs of the applicant.
- (b) Pass standards

▼ M3

- (1) A pass in a theoretical knowledge examination paper will be awarded to an applicant achieving at least 75 % of the marks allocated to that paper. There is no penalty marking.



▼ B

- (2) Unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all the required theoretical knowledge examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.

▼ M3

- (3) If an applicant has failed to pass one of the theoretical knowledge examination papers within 4 attempts, or has failed to pass all papers within either 6 sittings or the period mentioned in paragraph (2), he/she shall re-take the complete set of theoretical knowledge examination papers.

Before re-taking the theoretical knowledge examinations, the applicant shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the ATO, based on the needs of the applicant.

▼ B

## (c) Validity period

- (1) The successful completion of the theoretical knowledge examinations will be valid:
- (i) for the issue of a light aircraft pilot licence, a private pilot licence, a sailplane pilot licence or a balloon pilot licence, for a period of 24 months 2 years;

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- (ii) for the issue of a commercial pilot licence, instrument rating (IR) or en route instrument rating (EIR), for a period of 36 months 3 years;

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- (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).
- (2) The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:
- (i) an IR entered in the licence; or
- (ii) in the case of helicopters, a helicopter's type rating entered in the licence.

**FCL.030 Practical skill test**

- (a) Before a skill test for the issue of a licence, or rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training.

In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.

- (b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation ATO/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

**FCL.035 Crediting of flight time and theoretical knowledge**

- (a) Crediting of flight time



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- (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence, rating or certificate is sought.
- (2) When flight time is completed during flights operated in the same class or type of aircraft falling under points (a), (b), (c) or (d) of Annex II to Regulation (EC) No 216/2008, it shall be given full credit for the purpose of issue, revalidation or renewal of a licence, rating or certificate.
- (23) PIC or under instruction.

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- (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.
- (ii) A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.
- (iii) A graduate of a CPL/IR integrated training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the PIC time required for the issue of the commercial pilot licence and a multi-engine type or class rating.

▼ M3

- (34) Flight time as co-pilot or PICUS. Unless otherwise determined in this Part, the holder of a pilot licence, when acting as co-pilot or PICUS, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.

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## (b) Crediting of theoretical knowledge

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- (1) An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the light aircraft pilot licence, the private pilot licence, the commercial pilot licence and, except in the case of helicopters, the IR and the EIR in the same category of aircraft.

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- (2) An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for a light aircraft pilot licence or a private pilot licence in the same category of aircraft.
- (3) The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft.
- (4) The holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in the same or another category of aircraft in accordance with Appendix 1 to this Part.

This credits also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that a licence in another category of aircraft, as long as it is within the validity period specified in FCL.025(c).



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- (5) Notwithstanding point (b)(3), the holder of an IR(A) who has completed a competency-based modular IR(A) course or the holder of an EIR shall only be credited in full towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft when also having passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance with FCL.720.A.(b)(2)(i).

▼ B**FCL.040 Exercise of the privileges of licences**

The exercise of the privileges granted by a licence shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate appropriate to the privileges exercised.

**FCL.045 Obligation to carry and present documents**

- (a) A valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence.
- (b) The pilot shall also carry a personal identification document containing his/her photo.
- (c) A pilot or a student pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of a competent authority.
- (d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by FCL.020(a).

**FCL.050 Recording of flight time**

The pilot shall keep a reliable record of the details of all flights flown in a form and manner established by the competent authority.

**FCL.055 Language proficiency**

- (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date, and it shall be done in accordance with a procedure established by the competent authority.
- (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language to an assessor or an approved language-testing body as applicable. To do so, the applicant shall demonstrate the ability to:
- (1) communicate effectively in voice-only and in face-to-face situations;
  - (2) communicate on common and work-related topics with accuracy and clarity;
  - (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
  - (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
  - (5) use a dialect or accent which is intelligible to the aeronautical community.



(c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency ~~endorsement~~ shall be re-evaluated every:

- (1) 4 years, if the level demonstrated is operational level; or
- (2) 6 years, if the level demonstrated is extended level.

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(d) Specific requirements for holders of an instrument rating (IR) or en-route instrument rating (EIR). Without prejudice to the paragraphs above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at a level which allows them to:

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- (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;
- (2) use radio telephony in all phases of flight, including emergency situations;
- (3) communicate with other crew members during all phases of flight, including flight preparation.

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(e) The demonstration of language proficiency and of the use of English for IR or EIR holders shall be done through a method of assessment established by ~~the~~ any competent authority.

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### FCL.060 Recent experience

(a) Balloons. A pilot shall not operate a balloon in commercial air transport or carrying passengers unless he/she has completed in the preceding 180 days:

- (1) at least 3 flights as a pilot flying in a balloon, of which at least 1 shall be in a balloon of the relevant class and group; or
- (2) 1 flight in the relevant class and group of balloon under the supervision of an instructor qualified in accordance with Subpart J.

(b) Aeroplanes, helicopters, powered-lift, airships and sailplanes. A pilot shall not operate an aircraft in commercial air transport or carrying passengers:

- (1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and
- (2) as PIC at night unless he/she:
  - (i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or
  - (ii) holds an IR;

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- (3) as cruise relief co-pilot unless he/she:
  - (i) has complied with the requirements in (b)(1); or



- (ii) has carried out in the preceding 90 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
- (iii) has carried out recency and refresher flying skill training in an FFS at intervals not exceeding 90 days. This refresher training may be combined with the operator's ~~refresher~~ recurrent training prescribed in the relevant requirements of Part-ORO.FC.

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- (4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the 3 take-offs, approaches and landings required in (1) may be performed as defined in the operational suitability data established in accordance with Part-21.
  - (5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with Part-21, the 3 take-offs, approaches and landings required in (1) may be performed in just one of the types, provided that the pilot has completed at least 2 hours of flight in each of the types of helicopter, during the preceding 6 months.
- (c) Specific requirements for commercial air transport:
- (1) In the case of commercial air transport, the 90-day period prescribed in subparagraphs (b)(1) and (2) above may be extended up to a maximum of 120 days, as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner.
  - (2) When the pilot does not comply with the requirement in (1), he/she shall complete a training flight with an instructor qualified in accordance with Subpart J to instruct for that aircraft type. The training flight shall be performed in the aircraft or an FFS of the aircraft type to be used, ~~which~~ and shall include at least the requirements described in (b)(1) and (2) before he/she can exercise his/her privileges.

**FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport**

- (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except:
  - (1) as a member of a multi-pilot crew; and
  - (2) provided that such a holder is the only pilot in the flight crew who has attained the age of 60 years.
- (b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.

**FCL.070 Revocation, suspension and limitation of licences, ratings and certificates**

- (a) Licences, ratings and certificates issued in accordance with this Part may be limited, suspended or revoked by the competent authority when the pilot does not comply with the requirements of this Part, Part-Medical or the applicable operational requirements, in accordance with the conditions and procedures laid down in Part-ARA.
- (b) When the pilot has his/her licence suspended or revoked, he/she shall immediately return the licence or certificate to the competent authority.



## SUBPART B LIGHT AIRCRAFT PILOT LICENCE — LAPL

### SECTION 1 COMMON REQUIREMENTS

#### FCL.100 LAPL — Minimum age

Applicants for the LAPL shall be:

- (a) in the case of aeroplanes and helicopters, at least 17 years of age;
- (b) in the case of sailplanes and balloons, at least 16 years of age.

#### FCL.105 LAPL — Privileges and conditions

- (a) General. The privileges of the holder of an LAPL are to act without remuneration as PIC in non-commercial operations on the appropriate aircraft category.
- (b) Conditions. Applicants for the LAPL shall have fulfilled the requirements for the relevant aircraft category and, when applicable, for the class or type of aircraft used in the skill test.

#### FCL.110 LAPL — Crediting for the same aircraft category

- (a) Applicants for an LAPL who have held another licence in the same category of aircraft shall be fully credited towards the requirements of the LAPL in that category of aircraft.
- (b) Without prejudice to the paragraph above, if the licence has lapsed, the applicant shall have to pass a skill test in accordance with FCL.125 for the issue of an LAPL in the appropriate aircraft category.

#### FCL.115 LAPL — Training course

Applicants for an LAPL shall complete a training course within an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

#### FCL.120 LAPL — Theoretical knowledge examination

Applicants for an LAPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following:

- (a) common subjects:
  - (1) Air law,
  - (2) Human performance,
  - (3) Meteorology, and
  - (4) Communications;
- (b) specific subjects concerning the different aircraft categories:
  - (5) Principles of flight,
  - (6) Operational procedures,
  - (7) Flight performance and planning,
  - (8) Aircraft general knowledge, and
  - (9) Navigation.



**FCL.125 LAPL — Skill test**

- (a) Applicants for an LAPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) Applicants for the skill test shall have received flight instruction on the same class or type of aircraft to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.
- (c) Pass marks
  - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
  - (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
  - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
  - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

**SECTION 2****SPECIFIC REQUIREMENTS FOR THE LAPL FOR AEROPLANES — LAPL(A)****FCL.105.A LAPL(A) — Privileges and conditions**

- (a) The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.

**▼ M3**

- (b) Holders of a LAPL(A) shall only carry passengers once they have completed 10 hours of flight time as PIC on aeroplanes or TMG after the issuance of the licence.

**▼ B****FCL.110.A LAPL(A) — Experience requirements and crediting**

- (a) Applicants for an LAPL(A) shall have completed at least 30 hours of flight instruction on aeroplanes or TMGs, including at least:
  - (1) 15 hours of dual flight instruction in the class in which the skill test will be taken;
  - (2) 6 hours of supervised solo flight time, including at least 3 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- (b) Specific requirements for applicants holding an LAPL(S) with TMG extension. Applicants for an LAPL(A) holding an LAPL(S) with TMG extension shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG extension and complied with the requirements of FCL.135.A(a) on aeroplanes.



- (c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).  
The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:
- (1) not exceed the total flight time as PIC;
  - (2) not exceed 50 % of the hours required in (a);
  - (3) not include the requirements of (a)(2).

#### **FCL.135.A LAPL(A) — Extension of privileges to another class or variant of aeroplane**

- (a) The privileges of an LAPL(A) shall be limited to the class and variant of aeroplanes or TMG in which the skill test was taken. This limitation may be removed when the pilot has completed in another class the requirements below:
- (1) 3 hours of flight instruction, including:
    - (i) 10 dual take-offs and landings; and
    - (ii) 10 supervised solo take-offs and landings.
  - (2) a skill test to demonstrate an adequate level of practical skill in the new class. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:
    - (i) Operational procedures;
    - (ii) Flight performance and planning;
    - (iii) Aircraft general knowledge.
- (b) Before the holder of an LAPL can exercise the privileges of the licence on another variant of aeroplane than the one used for the skill test, the pilot shall undertake differences training or do a familiarisation training. The differences training shall be entered in the pilot's logbook or equivalent document and signed by the instructor.

#### **FCL.140.A LAPL(A) — Recency requirements**

- ~~(a)~~ Holders of an LAPL(A) shall only exercise the privileges of their licence when they have completed, in the last 24 months 2 years, as pilots of aeroplanes or TMGs, either:
- (1) completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including 12 take-offs and landings and ~~(2)~~ refresher training of at least 1 hour of total flight time with an instructor; or
  - (2) passed an LAPL(A) proficiency check with an examiner. The check programme shall be based on the skill test for the LAPL(A).
- ~~(b)~~ Holders of an LAPL(A) who do not comply with the requirements in (a) shall:
- ~~(1)~~ undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence; or
  - ~~(2)~~ perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).



### SECTION 3

#### SPECIFIC REQUIREMENTS FOR THE LAPL FOR HELICOPTERS — LAPL(H)

##### FCL.105.H LAPL(H) — Privileges

The privileges of the holder of an LAPL for helicopters are to act as PIC on single-engine helicopters with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board.

##### FCL.110.H LAPL(H) — Experience requirements and crediting

(a) Applicants for the LAPL(H) shall have completed 40 hours of flight instruction on helicopters. At least 35 hours of which shall be flown on the type of helicopter that is to be used for the skill test. The flight instruction shall include at least:

- (1) 20 hours of dual flight instruction; and
- (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.

(b) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed the total flight time as PIC;
- (2) not exceed 50 % of the hours required in (a);
- (3) not include the requirements in (a)(2).

##### FCL.135.H LAPL(H) — Extension of privileges to another type or variant of helicopter

(a) The privileges of an LAPL(H) shall be limited to the specific type and variant of helicopter in which the skill test was taken. This limitation may be removed when the pilot has completed:

- (1) 5 hours of flight instruction, including:
  - (i) 15 dual take-offs, approaches and landings;
  - (ii) 15 supervised solo take-offs, approaches and landings;
- (2) a skill test to demonstrate an adequate level of practical skill in the new type. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:
  - Operational procedures,
  - Flight performance and planning,
  - Aircraft general knowledge.

(b) Before the holder of an LAPL(H) can exercise the privileges of the licence in another variant of helicopter than the one used for the skill test, the pilot shall undertake differences or familiarisation training, as determined in the operational suitability data established in accordance with Part-21. The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor.



**FCL.140.H LAPL(H) — Recency requirements**

~~(a)~~ Holders of an LAPL(H) shall only exercise the privileges of their licence on a specific type when they have completed on helicopters of that type in the last ~~12 months~~ year

(a) ~~(1)~~ at least 6 hours of flight time as PIC, or flying dual or solo under the supervision of an instructor, including 6 take-offs, approaches and landings; and refresher training of at least 1 hour total flight time with an instructor; or

~~(b)~~ Holders of an LAPL(H) who do not comply with the requirements in (a) shall:

~~(1)~~ pass a proficiency check with an examiner on the specific type before they resume the exercise of the privileges of their licence; or

~~(2)~~ perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).

(b) ~~(2)~~ have passed a proficiency check with an examiner on the specific type before they resume the exercise of the privileges of their licence.

**SECTION 4****SPECIFIC REQUIREMENTS FOR THE LAPL FOR SAILPLANES — LAPL(S)****FCL.105.S LAPL(S) — Privileges and conditions**

(a) The privileges of the holder of an LAPL for sailplanes are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall comply with the requirements in FCL.135.S.

**▼ M3**

(b) Holders of an LAPL(S) shall only carry passengers once they have completed 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes after the issuance of the licence.

**▼ B****FCL.110.S LAPL(S) — Experience requirements and crediting**

(a) Applicants for an LAPL(S) shall have completed at least 15 hours of flight instruction in sailplanes, or powered sailplanes, including at least:

(1) 10 hours of dual flight instruction;

(2) 2 hours of supervised solo flight time;

(3) 45 launches and landings;

(4) 1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM).

(b) Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.

(c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

(1) not exceed the total flight time as PIC;

(2) not exceed 50 % of the hours required in (a);

(3) not include the requirements in (a)(2) to (a)(4).



**FCL.130.S LAPL(S) — Launch methods**

- (a) The privileges of the LAPL(S) shall be limited to the launch method included in the skill test. This limitation may be removed when the pilot has completed:
- (1) in the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
  - (2) in the case of aero tow or self-launch, a minimum of 5 launches in dual flight instruction, and 5 solo launches under supervision. In the case of self launch, dual flight instruction may be done in a TMG;
  - (3) in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.
- (b) The completion of the additional training launches shall be entered in the logbook and signed by the instructor.
- (c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.
- (d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.

**FCL.135.S LAPL(S) — Extension of privileges to TMG**

The privileges of an LAPL(S) shall be extended to a TMG when the pilot has completed in an ATO, at least:

- (a) 6 hours of flight instruction on a TMG, including:
- (1) 4 hours of dual flight instruction;
  - (2) 1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;
- (b) a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:
- Principles of flight,
  - Operational procedures,
  - Flight performance and planning,
  - Aircraft general knowledge,
  - Navigation.



**FCL.140.S LAPL(S) — Recency requirements**

- (a) Sailplanes and powered sailplanes. Holders of an LAPL(S) shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes or powered sailplanes, excluding TMGs, in the last ~~24 months~~ 2 years, at least:
- (1) 5 hours of flight time as PIC, including 15 launches;
  - (2) 2 training flights with an instructor.
- (b) TMG. Holders of an LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:
- (1) completed on TMGs in the last 24 months:
    - (i) ~~at least 12 hours of flight time as PIC, or flying dual or solo under the supervision of an instructor, including 12 take-offs and landings;~~ and
    - (ii) ~~refresher training of at least 1 hour total flight time with an instructor.~~
  - (2) ~~When the holder of the LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) may be completed on aeroplanes.~~
- (c) Holders of an LAPL(S) who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges:
- (1) pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or
  - (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).

**SECTION 5****SPECIFIC REQUIREMENTS FOR THE LAPL FOR BALLOONS — LAPL(B)****▼ M3****FCL.105.B LAPL(B) — Privileges**

The privileges of the holder of an LAPL for balloons are to act as PIC on hot-air balloons or hot-air airships with a maximum of 3 400 m<sup>3</sup> envelope capacity or gas balloons with a maximum of 1 260 m<sup>3</sup> envelope capacity, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.

**FCL.110.B LAPL(B) — Experience requirements and crediting****▼ B**

- (a) Applicants for an LAPL(B) shall have completed on balloons of the same class at least 16 hours of flight instruction, including at least:
- (1) 12 hours of dual flight instruction;
  - (2) 10 inflations and 20 take-offs and landings; and
  - (3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.
- (b) Crediting. Applicants with prior experience as PIC on balloons may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed the total flight time as PIC on balloons;



- (2) not exceed 50 % of the hours required in (a);
- (3) not include the requirements of (a)(2) and (a)(3).

**FCL.130.B LAPL(B) — Extension of privileges to tethered flights**

- (a) The privileges of the LAPL(B) shall be limited to non-tethered flights. This limitation may be removed when the pilot has completed at least 3 tethered dual instruction flights.
- (b) The completion of the additional training shall be entered in the logbook and signed by the instructor.
- (c) In order to maintain this privilege, pilots shall complete a minimum of 2 tethered flights during the last 24 months.
- (d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of tethered flights flying dual or solo under the supervision of an instructor in order to renew the privileges.

**FCL.135.B LAPL(B) — Extension of privileges to another balloon class**

The privileges of the LAPL(B) shall be limited to the class of balloons in which the skill test was taken. This limitation may be removed when the pilot has completed in the other class, at an ATO, at least:

- (a) 5 dual instruction flights; or
- (b) in the case of an LAPL(B) for hot-air balloons wishing to extend their privileges to hot-air airships, 5 hours of dual flight instruction time; and
- (c) a skill test, during which they shall demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:
  - Principles of flight,
  - Operational procedures,
  - Flight performance and planning, and
  - Aircraft general knowledge.

**FCL.140.B LAPL(B) — Recency requirements**

- (a) Holders of an LAPL(B) shall only exercise the privileges of their licence when they have completed, in one class of balloons in the last 24 months, at least:
  - (1) 6 hours of flight time as PIC, including 10 take-offs and landings; and
  - (2) 1 training flight with an instructor;
  - (3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time in that class within the last 24 months, including 3 take-offs and landings.
- (b) Holders of an LAPL(B) who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:
  - (1) pass a proficiency check with an examiner in the appropriate class; or
  - (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).



**SUBPART C  
PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL) AND BALLOON PILOT LICENCE (BPL)****SECTION 1  
COMMON REQUIREMENTS****FCL.200 PPL, SPL, BPL — Minimum age**

- (a) An applicant for a PPL shall be at least 17 years of age;
- (b) An applicant for a BPL or an SPL shall be at least 16 years of age.

**FCL.205 PPL, SPL, BPL — Conditions**

Applicants for the issue of a PPL shall have fulfilled the requirements for the class or type rating for the aircraft used in the skill test, as established in Subpart H.

**FCL.210 PPL, SPL, BPL — Training course**

Applicants for a BPL, SPL or PPL shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

**FCL.215 PPL, SPL, BPL — Theoretical knowledge examination**

Applicants for a BPL, SPL or PPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

- (a) common subjects:
  - (1) Air law,
  - (2) Human performance,
  - (3) Meteorology, and
  - (4) Communications;
- (b) specific subjects concerning the different aircraft categories:
  - (5) Principles of flight,
  - (6) Operational procedures,
  - (7) Flight performance and planning,
  - (8) Aircraft general knowledge, and
  - (9) Navigation.



**FCL.235 PPL, SPL, BPL — Skill test**

- (a) Applicants for a BPL, SPL or PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) An applicant for the skill test shall have received flight instruction on the same class or type of aircraft, or a group of balloons to be used for the skill test.
- (c) Pass marks
  - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.

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- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.

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- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

**SECTION 2**  
**SPECIFIC REQUIREMENTS FOR THE PPL FOR AEROPLANES — PPL(A)****FCL.205.A PPL(A) — Privileges**

- (a) The privileges of the holder of a PPL(A) are to act without remuneration as PIC or co-pilot on aeroplanes or TMGs engaged in non-commercial operations and exercise all the privileges of a holder of an LAPL(A) provided they fulfil the requirements of FCL.140.A .
- (b) Notwithstanding the paragraph above, the holder of a PPL(A) with instructor or examiner privileges may receive remuneration for:
  - (1) the provision of flight instruction for the LAPL(A) or PPL(A);
  - (2) the conduct of skill tests and proficiency checks for these licences;

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- (3) the training, testing and checking for the ratings or certificates attached to this licence.

▼ **B****FCL.210.A PPL(A) — Experience requirements and crediting**

- (a) Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or a TMG, 5 of which may have been completed in an FSTD, including at least:
  - (1) 25 hours of dual flight instruction; and
  - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.



- (b) Specific requirements for applicants holding an LAPL(A). Applicants for a PPL(A) holding an LAPL(A) shall have completed at least 15 hours of flight time on aeroplanes after the issue of the LAPL(A), of which at least 10 shall be flight instruction completed in a training course at an ATO. This training course shall include at least 4 hours of supervised solo flight time, including at least 2 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.
- (c) Specific requirements for applicants holding an LAPL(S) with a TMG extension. Applicants for a PPL(A) holding an LAPL(S) with a TMG extension shall have completed:
- (1) at least 24 hours of flight time on TMG after the endorsement of the TMG extension; and
  - (2) 15 hours of flight instruction in aeroplanes in a training course at an ATO, including at least the requirements of (a)(2).
- (d) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours. The amount of credit given shall in any case not include the requirements in (a)(2).

### SECTION 3

#### SPECIFIC REQUIREMENTS FOR THE PPL FOR HELICOPTERS — PPL(H)

##### FCL.205.H PPL(H) — Privileges

- (a) The privileges of the holder of a PPL(H) are to act without remuneration as PIC or co-pilot of helicopters engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(H) with instructor or examiner privileges may receive remuneration for:
- (1) the provision of flight instruction for the LAPL(H) or the PPL(H);
  - (2) the conduct of skill tests and proficiency checks for these licences;

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- (3) the training, testing and checking for the ratings or certificates attached to this licence.

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##### FCL.210.H PPL(H) — Experience requirements and crediting

- (a) Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS, including at least:
- (1) 25 hours of dual flight instruction; and
  - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.
  - (3) 35 of the 45 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.
- (b) Specific requirements for an applicant holding an LAPL(H). Applicants for a PPL(H) holding an LAPL(H) shall complete a training course at an ATO. This training course shall include at least 5 hours of dual



flight instruction time and at least 1 supervised solo cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.

- (c) Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 6 hours. The amount of credit given shall in any case not include the requirements in (a)(2).

#### SECTION 4 SPECIFIC REQUIREMENTS FOR THE PPL FOR AIRSHIPS — PPL(As)

##### FCL.205.As PPL(As) — Privileges

- (a) The privileges of the holder of a PPL(As) are to act without remuneration as PIC or co-pilot on airships engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(As) with instructor or examiner privileges may receive remuneration for:
- (1) the provision of flight instruction for the PPL(As);
  - (2) the conduct of skill tests and proficiency checks for this licence;

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- (3) the training, testing and checking for the ratings or certificates attached to this licence.

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##### FCL.210.As PPL(As) — Experience requirements and crediting

- (a) Applicants for a PPL(As) shall have completed at least 35 hours of flight instruction in airships, 5 of which may have been completed in an FSTD, including at least:
- (1) 25 hours of dual flight instruction, including:
    - (i) 3 hours of cross-country flight training, including 1 cross-country flight of at least 65 km (35 NM);
    - (ii) 3 hours of instrument instruction;
  - (2) 8 take-offs and landings at an aerodrome, including masting and unmasting procedures;
  - (3) 8 hours of supervised solo flight time.
- (b) Applicants holding a BPL and qualified to fly hot-air airships shall be credited with 10 % of their total flight time as PIC on such airships up to a maximum of 5 hours.

#### SECTION 5 SPECIFIC REQUIREMENTS FOR THE SAILPLANE PILOT LICENCE (SPL)

##### FCL.205.S SPL — Privileges and conditions

- (a) The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in FCL.135.S.
- (b) Holders of an SPL shall:
- (1) carry passengers only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes;



- (2) be restricted to act without remuneration in non-commercial operations until they have:
- (i) attained the age of 18 years;
  - (ii) completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes;
  - (iii) passed a proficiency check with an examiner.
- (c) Notwithstanding (b)(2), the holder of an SPL with instructor or examiner privileges may receive remuneration for:

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- (1) the provision of flight instruction for the LAPL(S) or the SPL;
- (2) the conduct of skill tests and proficiency checks for these licences;
- (3) the training, testing and checking for the ratings or certificates attached to this licence.

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### **FCL.210.S SPL — Experience requirements and crediting**

- (a) Applicants for an SPL shall have completed at least 15 hours of flight instruction on sailplanes or powered sailplanes, including at least the requirements specified in FCL.110.S.
- (b) Applicants for an SPL holding an LAPL(S) shall be fully credited towards the requirements for the issue of an SPL.

Applicants for an SPL who held an LAPL(S) within the period of 2 years before the application shall be fully credited towards the requirements of theoretical knowledge and flight instruction.

Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 7 hours. The amount of credit given shall in any case not include the requirements in ~~of~~ FCL.110.S(a)(2) to (a)(4).

### **FCL.220.S SPL — Launch methods**

The privileges of the SPL shall be limited to the launch method included in the skill test. This limitation may be removed and the new privileges exercised when the pilot complies with the requirements in FCL.130.S.

### **FCL.230.S SPL — Recency requirements**

Holders of an SPL shall only exercise the privileges of their licence when complying with the recency requirements in FCL.140.S.



## SECTION 6

### SPECIFIC REQUIREMENTS FOR THE BALLOON PILOT LICENCE (BPL)

#### FCL.205.B BPL — Privileges and conditions

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- (a) The privileges of the holder of a BPL are to act as PIC on balloons.

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- (b) Holders of a BPL shall be restricted to act without remuneration in non-commercial operations until they have:
- (1) attained the age of 18 years;
  - (2) completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons;
  - (3) passed a proficiency check with an examiner on a balloon in the specific class.
- (c) Notwithstanding paragraph (b), the holder of a BPL with instructor or examiner privileges may receive remuneration for:
- (1) the provision of flight instruction for the LAPL(B) or the BPL;
  - (2) the conduct of skill tests and proficiency checks for these licences;

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- (3) the training, testing and checking for the ratings or certificates attached to this licence.

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#### FCL.210.B BPL — Experience requirements and crediting

- (a) Applicants for a BPL shall have completed on balloons in the same class and group at least 16 hours of flight instruction, including at least:
- (1) 12 hours of dual flight instruction;
  - (2) 10 inflations and 20 take-offs and landings; and
  - (3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.
- (b) Applicants for a BPL holding an LAPL(B) shall be fully credited towards the requirements for the issue of a BPL.

Applicants for a BPL who held an LAPL(B) within the period of 2 years before the application shall be fully credited towards the requirements of theoretical knowledge and flight instruction.

#### FCL.220.B BPL — Extension of privileges to tethered flights

The privileges of the BPL shall be limited to non-tethered flights. This limitation may be removed when the pilot complies with the requirements in FCL.130.B.

#### FCL.225.B BPL — Extension of privileges to another balloon class or group

The privileges of the BPL shall be limited to the class and group of balloons in which the skill test was taken. This limitation may be removed when the pilot has:

- (a) in the case of an extension to another class within the same group, complied with the requirements in FCL.135.B;



- (b) in the case of an extension to another group within the same class of balloons, completed at least:
- (1) 2 dual instruction flights on a balloon of the relevant group; and
  - (2) the following hours of flight time as PIC on balloons:
    - (i) for balloons with an envelope capacity between 3401 m<sup>3</sup> and 6000 m<sup>3</sup>, at least 100 hours;
    - (ii) for balloons with an envelope capacity between 6001 m<sup>3</sup> and 10500 m<sup>3</sup>, at least 200 hours;
    - (iii) for balloons with an envelope capacity of more than 10500 m<sup>3</sup>, at least 300 hours;
    - (iv) for gas balloons with an envelope capacity of more than 1260 m<sup>3</sup>, at least 50 hours.

### FCL.230.B BPL — Recency requirements

- (a) Holders of a BPL shall only exercise the privileges of their licence when they have completed in one class of balloons in the last 24 months at least:

- (1) 6 hours of flight time as PIC, including 10 take-offs and landings; and

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- (2) 1 training flight with an instructor in a balloon within the appropriate class and within the largest group for which they have privileges;

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- (3) in addition, in the case of pilots qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time on that class within the last 24 months, including 3 take-offs and landings.
- (b) Holders of a BPL who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:
- (1) pass a proficiency check with an examiner in a balloon within the appropriate class and with the maximum envelope capacity they have privileges for; or
  - (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).



**SUBPART D  
COMMERCIAL PILOT LICENCE — CPL****SECTION 1  
COMMON REQUIREMENTS****FCL.300 CPL — Minimum age**

An applicant for a CPL shall be at least 18 years of age.

**FCL.305 CPL — Privileges and conditions**

- (a) Privileges. The privileges of the holder of a CPL are, within the appropriate aircraft category, to:
- (1) exercise all the privileges of the holder of an LAPL and a PPL;
  - (2) act as PIC or co-pilot of any aircraft engaged in operations other than commercial air transport;
  - (3) act as PIC in commercial air transport of any single-pilot aircraft subject to the restrictions specified in FCL.060 and in this Subpart;
  - (4) act as co-pilot in commercial air transport subject to the restrictions specified in FCL.060.
- (b) Conditions. An applicant for the issue of a CPL shall have fulfilled the requirements for the class or type rating of the aircraft used in the skill test.

**FCL.310 CPL — Theoretical knowledge examinations**

An applicant for a CPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge — Airframe/Systems/Powerplant,
- Aircraft General Knowledge — Instrumentation,
- Mass and Balance,
- Performance,
- Flight Planning and Monitoring,
- Human Performance,
- Meteorology,
- General Navigation,
- Radio Navigation,
- Operational Procedures,
- Principles of Flight,
- Visual Flight Rules (VFR) Communications.

**FCL.315 CPL — Training course**

An applicant for a CPL shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to this Part.



**FCL.320 CPL — Skill test**

An applicant for a CPL shall pass a skill test in accordance with Appendix 4 to this Part to demonstrate the ability to perform, as PIC of the appropriate aircraft category, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

**SECTION 2  
SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY — CPL(A)****FCL.325.A CPL(A) — Specific conditions for MPL holders**

Before exercising the privileges of a CPL(A), the holder of an MPL shall have completed in aeroplanes:

- (a) 70 hours of flight time:
  - (1) as PIC; or
  - (2) made up of at least 10 hours as PIC and the additional flight time as PIC under supervision (PICUS).  
Of these 70 hours, 20 shall be of VFR cross-country flight time as PIC, or cross-country flight time made up of at least 10 hours as PIC and 10 hours as PICUS. This shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as PIC;
- (b) the elements of the CPL(A) modular course as specified in paragraphs 10(a) and 11 of Appendix 3, E to this Part; and
- (c) the CPL(A) skill test, in accordance with FCL.320.



## SUBPART E MULTI-CREW PILOT LICENCE — MPL

### FCL.400.A MPL — Minimum age

An applicant for an MPL shall be at least 18 years of age.

### FCL.405.A MPL — Privileges

- (a) The privileges of the holder of an MPL are to act as co-pilot in an aeroplane required to be operated with a co-pilot.
- (b) The holder of an MPL may obtain the extra privileges of:
  - (1) the holder of a PPL(A), provided that the requirements for the PPL(A) specified in Subpart C are met;
  - (2) a CPL(A), provided that the requirements specified in FCL.325.A are met.
- (c) The holder of an MPL shall have the privileges of his/her IR(A) limited to aeroplanes required to be operated with a co-pilot. The privileges of the IR(A) may be extended to single-pilot operations in aeroplanes, provided that the licence holder has completed the training necessary to act as PIC in single-pilot operations exercised solely by reference to instruments and passed the skill test of the IR(A) as a single-pilot.

### FCL.410.A MPL — Training course and theoretical knowledge examinations

- (a) Course. An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO in accordance with Appendix 5 to this Part.
- (b) Examination. An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL(A), in accordance with FCL.515, and of a multi-pilot type rating.

### FCL.415.A MPL — Practical skill

- (a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to this Part, as pilot flying and pilot not flying, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.
- (b) On completion of the training course, the applicant shall pass a skill test in accordance with Appendix 9 to this Part, to demonstrate the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course or in an FFS representing the same type.



**SUBPART F**  
**AIRLINE TRANSPORT PILOT LICENCE — ATPL**

**SECTION 1**  
**COMMON REQUIREMENTS**

**FCL.500 ATPL — Minimum age**

Applicants for an ATPL shall be at least 21 years of age.

**FCL.505 ATPL — Privileges**

- (a) The privileges of the holder of an ATPL are, within the appropriate aircraft category, to:
- (1) exercise all the privileges of the holder of an LAPL, a PPL and a CPL;
  - (2) act as PIC of aircraft engaged in commercial air transport.
- (b) Applicants for the issue of an ATPL shall have fulfilled the requirements for the type rating of the aircraft used in the skill test.

**FCL.515 ATPL — Training course and theoretical knowledge examinations**

- (a) Course. Applicants for an ATPL shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with Appendix 3 to this Part.
- (b) Examination. Applicants for an ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:
- Air Law,
  - Aircraft General Knowledge — Airframe/Systems/Power plant,
  - Aircraft General Knowledge — Instrumentation,
  - Mass and Balance,
  - Performance,
  - Flight Planning and Monitoring,
  - Human Performance,
  - Meteorology,
  - General Navigation,
  - Radio Navigation,
  - Operational Procedures,
  - Principles of Flight,
  - VFR Communications,
  - IFR Communications.



## SECTION 2

### SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY — ATPL(A)

#### FCL.505.A ATPL(A) — Restriction of privileges for pilots previously holding an MPL

When the holder of an ATPL(A) has previously held only an MPL, the privileges of the licence shall be restricted to multi-pilot operations, unless the holder has complied with FCL.405.A(b)(2) and (c) for single-pilot operations.

#### FCL.510.A ATPL(A) — Prerequisites, experience and crediting

- (a) Prerequisites. Applicants for an ATPL(A) shall hold:
- (1) an MPL; or
  - (2) a CPL(A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC.
- (b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:
- (1) 500 hours in multi-pilot operations on aeroplanes;
  - (2)
    - (i) 500 hours as PIC under supervision; or
    - (ii) 250 hours as PIC; or
    - (iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;
  - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
  - (4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and
  - (5) 100 hours of night flight as PIC or co-pilot.

Of the 1500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS and or FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in an FNPT.

- (c) Crediting.
- (1) Holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of:
    - (i) for TMG or sailplanes, 30 hours flown as PIC;
    - (ii) for helicopters, 50 % of all the flight time requirements of paragraph (b).

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- (2) Holders of a flight engineer licence issued in accordance with applicable national rules shall be credited with 50 % of the flight engineer time up to a maximum credit of 250 hours. These 250 hours may be credited against the 1 500 hours requirement of paragraph (b), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.

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- (d) The experience required in (b) shall be completed before the skill test for the ATPL(A) is taken.



**FCL.520.A ATPL(A) — Skill test**

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform, as PIC of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.

**SECTION 3****SPECIFIC REQUIREMENTS FOR THE HELICOPTER CATEGORY — ATPL(H)****FCL.510.H ATPL(H) — Prerequisites, experience and crediting**

Applicants for an ATPL(H) shall:

- (a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC;
- (b) have completed as a pilot of helicopters a minimum of 1000 hours of flight time including at least:
  - (1) 350 hours in multi-pilot helicopters;
  - (2)
    - (i) 250 hours as PIC; or
    - (ii) 100 hours as PIC and 150 hours as PIC under supervision; or
    - (iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;
  - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
  - (4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and
  - (5) 100 hours of night flight as PIC or as co-pilot.

Of the 1000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.
- (c) Flight time in aeroplanes shall be credited up to 50 % against the flight time requirements of paragraph (b).
- (d) The experience required in (b) shall be completed before the skill test for the ATPL(H) is taken.

**FCL.520.H ATPL(H) — Skill test**

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform as PIC of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the helicopter or an adequately qualified FFS representing the same type.



**SUBPART G  
INSTRUMENT RATING — IR****SECTION 1  
COMMON REQUIREMENTS**▼ M3**FCL.600 IR — General**

Except as provided in FCL.825, operations under IFR on an aeroplane, helicopter, airship or powered-lift aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or when undergoing skill testing or dual instruction.

▼ B**FCL.605 IR — Privileges**

- (a) The privileges of a holder of an IR are to fly aircraft under IFR with a minimum decision height of 200 feet (60 m).
- (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aircraft.
- (c) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Part.
- (d) Helicopters only. To exercise privileges as PIC under IFR in multi-pilot helicopters, the holder of an IR(H) shall have at least 70 hours of instrument time of which up to 30 hours may be instrument ground time.

**FCL.610 IR — Prerequisites and crediting**

Applicants for an IR shall:

- (a) hold:
  - (1) at least a PPL in the appropriate aircraft category, and if the IR privileges will be used at night:

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- (i) the privileges to fly at night in accordance with FCL.810, ~~if the IR privileges will be used at night~~; or

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- (ii) an ATPL in another category of aircraft; or
  - (2) a CPL, in the appropriate aircraft category;

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- (b) have completed at least 50 hours of cross-country flight time as PIC in aeroplanes, TMGs, helicopters or airships, of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category.

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- (c) Helicopters only. Applicants who have completed an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated training course shall be exempted from the requirement in (b).



**FCL.615 IR — Theoretical knowledge and flight instruction**

- (a) Course. Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be:
- (1) an integrated training course which includes training for the IR, in accordance with Appendix 3 to this Part; or
  - (2) a modular course in accordance with Appendix 6 to this Part.

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- (b) Examination. Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects:
- (1) Air Law,
  - (2) Aircraft General Knowledge — Instrumentation,
  - (3) Flight Performance-Planning and Monitoring,
  - (4) Human Performance,
  - (5) Meteorology,
  - (6) Radio Navigation,
  - (7) IFR Communications.

**▼ B****FCL.620 IR — Skill test**

- (a) Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.
- (b) For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.

**FCL.625 IR — Validity, revalidation and renewal**

- (a) Validity. An IR shall be valid for 1 year.
- (b) Revalidation.
- (1) An IR shall be revalidated within the 3 months immediately preceding the expiry date of the rating.
  - (2) Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise the IR privileges until they have passed the proficiency check.
- (c) Renewal. If an IR has expired, in order to renew their privileges applicants shall:
- (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this Part; and
  - (2) complete a proficiency check in accordance with Appendix 9 to this Part, in the relevant aircraft category.



- (d) If the IR has not been revalidated or renewed within the preceding 7 years and if the pilot does not hold a valid IR on a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

## SECTION 2 SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY

### FCL.625.A IR(A) — Revalidation

- (a) Revalidation. Applicants for the revalidation of an IR(A):
- (1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to this Part;
  - (2) when not combined with the revalidation of a class or type rating, shall:
    - (i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to this Part; and/or
    - (ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Part by sole reference to instruments; and
    - (iii) hold the relevant valid class or type rating.
  - (3) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used in the case of paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.
- (b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

## SECTION 3 SPECIFIC REQUIREMENTS FOR THE HELICOPTER CATEGORY

### FCL.625.H IR(H) — Revalidation

- (a) Applicants for the revalidation of an IR(H):
- (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of helicopter;

#### ▼ M3

- (2) when not combined with the revalidation of a type rating, shall complete only section 5 and the relevant parts of section 1 of the proficiency check established in Appendix 9 to this Part for the relevant type of helicopter. In this case, an FTD 2/3 or an FFS representing the relevant type of helicopter may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter; and the applicant shall hold the relevant valid type rating.

#### ▼ B

- (b) Cross-credit shall be given in accordance with Appendix 8 to this Part.



**FCL.630.H IR(H) — Extension of privileges from single-engine to multi-engine helicopters**

Holders of an IR(H) valid for single-engine helicopters wishing to extend for the first time the IR(H) to multi-engine helicopters shall complete:

- (a) a training course at an ATO comprising at least 5 hours dual instrument instruction time, of which 3 hours may be in an FFS or FTD 2/3 or FNPT II/III; and
- (b) section 5 of the skill test in accordance with Appendix 9 to this Part on multi-engine helicopters.

**SECTION 4  
SPECIFIC REQUIREMENTS FOR THE AIRSHIP CATEGORY****FCL.625.As IR(As) — Revalidation**

Applicants for the revalidation of an IR(As):

- (a) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of airship;
- (b) when not combined with the revalidation of a type rating, shall complete section 5 and those parts of section 1 relevant to the intended flight of the proficiency check for airships in accordance with Appendix 9 of this part. In this case, an FTD 2/3 or FFS representing the relevant type may be used, but at least each alternate proficiency check for the revalidation of an IR(As) in these circumstances shall be performed in an airship.



## SUBPART H CLASS AND TYPE RATINGS

### SECTION 1 COMMON REQUIREMENTS

#### FCL.700 Circumstances in which class or type ratings are required

- (a) Except in the case of the LAPL, SPL and BPL, holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate class or type rating, except when undergoing skill tests, or proficiency checks for renewal of class or type ratings, or receiving flight instruction.
- (b) Notwithstanding (a), in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by the competent authority, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights.
- (c) Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Subpart may not be complied with, pilots may hold a flight test rating issued in accordance with FCL.820.

#### FCL.705 Privileges of the holder of a class or type rating

The privileges of the holder of a class or type rating are to act as pilot on the class or type of aircraft specified in the rating.

#### FCL.710 Class and type ratings — variants

- (a) In order to extend his/her privileges to another variant of aircraft within one class or type rating, the pilot shall undertake differences training or familiarisation training. In the case of variants within a type rating, the differences training or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.
- (b) When the 'List of type of aircraft' published by the Agency requires differences training or when mandated by the OSD, this differences training shall be conducted at an ATO.
- (c) Notwithstanding the requirement in (b), differences training for SEP and MEP aeroplanes may be conducted by an appropriately qualified instructor unless mandated otherwise by the OSD.

#### ▼ M3

- (bd) If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges, except for types or variants within the single-engine piston and TMG class ratings.

#### ▼ B

- (ee) The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor as appropriate.



**FCL.725 Requirements for the issue of class and type ratings**

- (a) Training course. An applicant for a class or type rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21.
- (b) Theoretical knowledge examination. The applicant for a class or type rating shall pass a theoretical knowledge examination organised by the ATO to demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.
  - (1) For multi-pilot aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.
  - (2) For single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
  - (3) For single-engine aircraft, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.

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- (4) For single-pilot aeroplanes that are classified as high performance aeroplanes, the examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the subjects of the syllabus.

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- (c) Skill test. An applicant for a class or type rating shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the skill required for the safe operation of the applicable class or type of aircraft.

The applicant shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating.
- (d) An applicant who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type.
- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for the relevant aircraft category.

**FCL.740 Validity and renewal of class and type ratings**

- (a) The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21. If a pilot chooses to fulfil the revalidation requirements earlier than prescribed in FCL.740.(A), FCL.740(H), FCL.740(PL) and FCL.740(As), the new validity period shall commence from the date of the proficiency check.
- (b) Renewal. If a class or type rating has expired, the applicant shall:



- (1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft except if the pilot does hold a valid rating for the same class or type of aircraft on a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention; and
- (2) pass a proficiency check in accordance with Appendix 9 to this Part.
- (3) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in the development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type during the 12 months prior to their application, shall be entitled to apply for the revalidation or renewal of the relevant type rating.

## SECTION 2 SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY

### FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for a class or type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

- (a) Single-pilot multi-engine aeroplanes. An applicant for a first class or type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as PIC on aeroplanes.
- (b) Single-pilot high performance non-complex aeroplanes. Before starting flight training, an applicant for a first class or type rating for a single-pilot aeroplane classified as a high performance aeroplane shall:
  - (1) have at least 200 hours of total flying experience, of which 70 hours as PIC on aeroplanes; and
  - (2) (i) hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an ATO; or  
(ii) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; or  
(iii) hold, in addition to a licence issued in accordance with this Part, an ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A), issued in accordance with Annex 1 to the Chicago Convention;
  - (3) in addition, pilots seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements of (d)(4).
- (c) Single-pilot high performance complex aeroplanes. Applicants for the issue of a first type rating for a complex single-pilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of (b), have fulfilled the requirements for the issue of a single or a multi-engine IR(A), as appropriate and as established in Subpart G.
- (d) Multi-pilot aeroplanes. An applicant for the first type rating course for a multi-pilot aeroplane shall be a student pilot currently undergoing training on an MPL training course or comply with the following requirements:
  - (1) have at least 70 hours of flight experience as PIC on aeroplanes;
  - (2) hold or have held a multi-engine IR(A);
  - (3) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; and



- (4) except when the type rating course is combined with an MCC course:
- (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or
  - (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters; or
  - (iii) have at least 500 hours as a pilot on multi-pilot helicopters; or
  - (iv) have at least 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable air operations requirements.

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- (e) Notwithstanding point (d), a Member State may issue a type rating with restricted privileges for a multi-pilot aeroplanes that allows the holder of such rating to act as a cruise relief co-pilot above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point (d).

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- (f) Additional multi-pilot and single-pilot high performance complex aeroplane type ratings. An applicant for the issue of additional multi-pilot type ratings and single-pilot high performance complex aeroplanes type ratings shall hold a multi-engine IR(A).
- (g) When so determined in the operational suitability data established in accordance with Part-21, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilot's logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of flight under supervision required by the operational suitability data have been completed.

### **FCL.725.A Theoretical knowledge and flight instruction for the issue of class and type ratings — aeroplanes**

Unless otherwise determined in the operational suitability data established in accordance with Part-21:

- (a) Single-pilot multi-engine aeroplanes.
- (1) The theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations.
  - (2) The flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multi-engine aeroplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.
- (b) Single-pilot aeroplanes-sea. The training course for single-pilot aeroplane-sea ratings shall include theoretical knowledge and flight instruction. The flight training for a class or type rating-sea for single-pilot aeroplanes-sea shall include at least 8 hours of dual flight instruction if the applicant holds the land version of the relevant class or type rating, or 10 hours if the applicant does not hold such a rating.

### **FCL.730.A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course — aeroplanes**

- (a) A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated to the standards of CS-25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least:



- (1) if an FFS qualified to level CG, C or interim C is used during the course, 1500 hours flight time or 250 route sectors;
  - (2) if an FFS qualified to level DG or D is used during the course, 500 hours flight time or 100 route sectors.
- (b) When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training shall be required.

#### **FCL.735.A Multi-crew cooperation training course — aeroplanes**

- (a) The MCC training course shall comprise at least:
- (1) 25 hours of theoretical knowledge instruction and exercises; and
  - (2) 20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course.
- An FNPT II MCC or an FFS shall be used. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FNPT II MCC or FFS is used for both the MCC and type rating training.
- (b) The MCC training course shall be completed within 6 months at an ATO.
- (c) Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).

#### **FCL.740.A Revalidation of class and type ratings — aeroplanes**

- (a) Revalidation of multi-engine class ratings and type ratings. For revalidation of multi-engine class ratings and type ratings, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant class or type of aeroplane or an FSTD representing that class or type, within the 3 months immediately preceding the expiry date of the rating; and
  - (2) complete during the period of validity of the rating, at least:
    - (i) 10 route sectors as pilot of the relevant class or type of aeroplane; or
    - (ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.
  - (3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2).

#### **▼ M3**

- (4) The revalidation of an en route instrument rating (EIR) or an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.

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- (b) Revalidation of single-pilot single-engine class ratings.
- (1) Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:



- (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or
  - (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:
    - 6 hours as PIC,
    - 12 take-offs and 12 landings, and
    - a refresher training flight of at least 1 hour of total flight time with an flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check, or skill test or assessment of competence in any other class or type of aeroplane.
- (2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class, and achieve revalidation of both ratings.
- (3) When applicants hold both a single-engine piston aeroplane (land) and a single-engine piston aeroplane (sea) class rating, they may meet the requirements under (1)(ii) in either class, and shall achieve revalidation of both ratings provided that at least 1 hour of the required PIC time and 6 of the required 12 take-offs and landings are completed in each class.
- (34) Single-pilot single-engine turbo-prop aeroplanes. For revalidation of single-engine turbo-prop class ratings applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to this Part with an examiner, within the 3 months preceding the expiry date of the rating.
- (c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

### SECTION 3

#### SPECIFIC REQUIREMENTS FOR THE HELICOPTER CATEGORY

##### FCL.720.H Experience requirements and prerequisites for the issue of type ratings — helicopters

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the issue of the first helicopter type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

- (a) Multi-pilot helicopters. An applicant for the first type rating course for a multi-pilot helicopter type shall:
  - (1) have at least 70 hours as PIC on helicopters;
  - (2) except when the type rating course is combined with an MCC course:
    - (i) hold a certificate of satisfactory completion of an MCC course in helicopters; or
    - (ii) have at least 500 hours as a pilot on multi-pilot aeroplanes; or
    - (iii) have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters;
  - (3) have passed the ATPL(H) theoretical knowledge examinations.
- (b) An applicant for the first type rating course for a multi-pilot helicopter type who is a graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who does not comply with the



requirement of (a)(1), shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:

- (1) completed 70 hours as PIC or pilot-in-command under supervision of helicopters;
  - (2) passed the multi-pilot skill test on the applicable helicopter type as PIC.
- (c) Single-pilot multi-engine helicopters. An applicant for the issue of a first type rating for a single-pilot multi-engine helicopter shall:
- (1) before starting flight training:
    - (i) have passed the ATPL(H) theoretical knowledge examinations; or
    - (ii) hold a certificate of completion of a pre-entry course conducted by an ATO. The course shall cover the following subjects of the ATPL(H) theoretical knowledge course:
      - Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,
      - Flight Performance and Planning: mass and balance, performance;
  - (2) in the case of applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.

#### **FCL.735.H Multi-crew cooperation training course — helicopters**

- (a) The MCC training course shall comprise at least:
- (1) for MCC/IR:
    - (i) 25 hours of theoretical knowledge instruction and exercises; and
    - (ii) 20 hours of practical MCC training or 15 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 10 hours if the same FSTD is used for both MCC and type rating;
  - (2) for MCC/VFR:
    - (i) 25 hours of theoretical knowledge instruction and exercises; and
    - (ii) 15 hours of practical MCC training or 10 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 7 hours if the same FSTD is used for both MCC and type rating.
- (b) The MCC training course shall be completed within 6 months at an ATO.  
An FNPT II or III qualified for MCC, an FTD 2/3 (MCC) or an FFS shall be used.
- (c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1)(i) or (a)(2)(i), as applicable.
- (e) An applicant for MCC/IR training who has completed MCC/VFR training shall be exempted from the requirement in (a)(1)(i), and shall complete 5 hours of practical MCC/IR training.

#### **FCL.740.H Revalidation of type ratings — helicopters**

- (a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:



- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and
- (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
- (3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period.

The proficiency check shall be performed each time on a different type.

- (4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:
  - (i) 300 hours as PIC on helicopters;
  - (ii) 15 hours on each of the types held; and
  - (iii) at least 2 hours of PIC flight time on each of the other types during the validity period.

The proficiency check shall be performed each time on a different type.

- (5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).
  - (6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.

## SECTION 4

### SPECIFIC REQUIREMENTS FOR THE POWERED-LIFT AIRCRAFT CATEGORY

#### **FCL.720.PL Experience requirements and prerequisites for the issue of type ratings — powered-lift aircraft**

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of a powered-lift type rating shall comply with the following experience requirements and prerequisites:

- (a) for pilots of aeroplanes:
  - (1) hold a CPL/IR(A) with ATPL theoretical knowledge or an ATPL(A);
  - (2) hold a certificate of completion of an MCC course;
  - (3) have completed more than 100 hours as pilot on multi-pilot aeroplanes;
  - (4) have completed 40 hours of flight instruction in helicopters;
- (b) for pilots of helicopters:



- (1) hold a CPL/IR(H) with ATPL theoretical knowledge or an ATPL/IR(H);
  - (2) hold a certificate of completion of an MCC course;
  - (3) have completed more than 100 hours as a pilot on multi-pilot helicopters;
  - (4) have completed 40 hours of flight instruction in aeroplanes;
- (c) for pilots qualified to fly both aeroplanes and helicopters:
- (1) hold at least a CPL(H);
  - (2) hold an IR and ATPL theoretical knowledge or an ATPL in either aeroplanes or helicopters;
  - (3) hold a certificate of completion of an MCC course in either helicopters or aeroplanes;
  - (4) have completed at least 100 hours as a pilot on multi-pilot helicopters or aeroplanes;
  - (5) have completed 40 hours of flight instruction in aeroplanes or helicopters, as applicable, if the pilot has no experience as ATPL or on multi-pilot aircraft.

#### **FCL.725.PL Flight instruction for the issue of type ratings — powered-lift aircraft**

The flight instruction part of the training course for a powered-lift type rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.

#### **FCL.740.PL Revalidation of type ratings — powered-lift aircraft**

- (a) Revalidation. For revalidation of powered-lift type ratings, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of powered-lift within the 3 months immediately preceding the expiry date of the rating;
  - (2) complete during the period of validity of the rating, at least:
    - (i) 10 route sectors as pilot of the relevant type of powered-lift aircraft; or
    - (ii) 1 route sector as pilot of the relevant type of powered-lift aircraft or FFS, flown with an examiner. This route sector may be flown during the proficiency check.
  - (3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type rating shall be exempted from complying with the requirement in (2).
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until the a pass in the proficiency check has been achieved.



## SECTION 5

### SPECIFIC REQUIREMENTS FOR THE AIRSHIP CATEGORY

#### FCL.720.As Prerequisites for the issue of type ratings — airships

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of an airship type rating shall comply with the following experience requirements and prerequisites:

- (a) for multi-pilot airships:
  - (1) have completed 70 hours of flight time as PIC on airships;
  - (2) hold a certificate of satisfactory completion of MCC on airships.
  - (3) An applicant who does not comply with the requirement in (2) shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has completed 100 hours of flight time as PIC or pilot-in-command under supervision of airships.

#### FCL.735.As Multi-crew cooperation training course — airships

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- (a) The MCC training course shall comprise at least:
  - (1) 12 hours of theoretical knowledge instruction and exercises; and
  - (2) 5 hours of practical MCC training;An FNPT II, or III qualified for MCC, an FTD 2/3 or an FFS shall be used.

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- (b) The MCC training course shall be completed within 6 months at an ATO.
- (c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirements in (a).

#### FCL.740.As Revalidation of type ratings — airships

- (a) Revalidation. For revalidation of type ratings for airships, the applicant shall:
  - (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of airship within the 3 months immediately preceding the expiry date of the rating; and
  - (2) complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
  - (3) The revalidation of an IR(As), if held, may be combined with a proficiency check for the revalidation of a class or type rating.
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.



## SUBPART I ADDITIONAL RATINGS

### FCL.800 Aerobatic rating

- (a) Holders of a pilot licence for aeroplanes, TMG or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating.
- (b) Applicants for an aerobatic rating shall have completed:
  - (1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence;
  - (2) a training course at an ATO, including:
    - (i) theoretical knowledge instruction appropriate for the rating;
    - (ii) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft category.
- (c) The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. The privileges will be extended to another category of aircraft if the pilot holds a licence for that aircraft category and has successfully completed at least 3 dual training flights covering the full aerobatic training syllabus in that category of aircraft.

### FCL.805 Sailplane towing and banner towing ratings

- (a) Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.
- (b) Applicants for a sailplane towing rating shall have completed:
  - (1) at least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence;
  - (2) a training course at an ATO including:
    - (i) theoretical knowledge instruction on towing operations and procedures;
    - (ii) at least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights; and
    - (iii) except for holders of an LAPL(S) or an SPL, 5 familiarisation flights in a sailplane which is launched by an aircraft.
- (c) Applicants for a banner towing rating shall have completed:
  - (1) at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs;
  - (2) a training course at an ATO including:
    - (i) theoretical knowledge instruction on towing operations and procedures;
    - (ii) at least 10 instruction flights towing a banner, including at least 5 dual **instruction** flights.
- (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.



- (e) In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months.
- (f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of an instructor.

### FCL.810 Night rating

- (a) Aeroplanes, TMGs, airships.

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- (1) If the privileges of an LAPL, an SPL or a PPL for aeroplanes, TMGs or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at an ATO. The course shall be completed within a period of 6 months and shall comprise:

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- (i) theoretical knowledge instruction;

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- (ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings.

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- (2) Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of the PPL.
  - (3) When applicants hold privileges for both a single-engine piston aeroplane (land) and a TMG class rating, they may complete the requirements of (1) above in either class or both classes a TMG or a single-engine piston aeroplane (land).
- (b) Helicopters. If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, the applicant shall have:
    - (1) completed at least 100 hours of flight time as pilot in helicopters after the issue of the licence, including at least 60 hours as PIC on helicopters and 20 hours of cross-country flight;
    - (2) completed a training course at an ATO. The course shall be completed within a period of 6 months and shall comprise:
      - (i) 5 hours of theoretical knowledge instruction;
      - (ii) 10 hours of helicopter dual instrument instruction time; and
      - (iii) 5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.
    - (3) An applicant who holds or has held an IR in an aeroplane or TMG, shall be credited with 5 hours towards the requirement in (2)(ii) above.
  - (c) Balloons. If the privileges of an LAPL for balloons or a BPL are to be exercised in VFR conditions at night, applicants shall complete at least 2 dual instruction flights at night of at least 1 hour each.



**FCL.815 Mountain rating**

- (a) Privileges. The privileges of the holder of a mountain rating are to conduct flights with aeroplanes or TMG to and from surfaces designated as requiring such a rating by the appropriate authorities designated by the Member States.

The initial mountain rating may be obtained either on:

- (1) wheels, to grant the privilege to fly to and from such surfaces when they are not covered by snow; or
  - (2) skis, to grant the privilege to fly to and from such surfaces when they are covered by snow.
  - (3) The privileges of the initial rating may be extended to either wheel or ski privileges when the pilot has undertaken an appropriate additional familiarisation course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.
- (b) Training course. Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.
- (c) Skill test. After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The skill test shall contain:
- (1) a verbal examination of theoretical knowledge;
  - (2) 6 landings on at least 2 different surfaces designated as requiring a mountain rating other than the surface of departure.
- (d) Validity. A mountain rating shall be valid for a period of 24 months.
- (e) Revalidation. For revalidation of a mountain rating, the applicant shall:
- (1) have completed at least 6 ~~mountain~~ landings on a surface designated as requiring a mountain rating in the past 24 months; or
  - (2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).
- (f) Renewal. If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).

**FCL.820 Flight test rating**

- (a) Holders of a pilot licence for aeroplanes or helicopters shall only act as PIC in category 1 or 2 flight tests, as defined in Part-21, when they hold a flight test rating.
- (b) The obligation to hold a flight test rating established in (a) shall only apply to flight tests conducted on:
- (1) helicopters certificated or to be certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes; or
  - (2) aeroplanes certificated or to be certificated in accordance with:
    - (i) the standards of CS-25 or equivalent airworthiness codes; or
    - (ii) the standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with a maximum take-off mass of less than 2000 kg.
- (c) The privileges of the holder of a flight test rating are to, within the relevant aircraft category:
- (1) in the case of a category 1 flight test rating, conduct all categories of flight tests, as defined in Part-21, either as PIC or co-pilot;
  - (2) in the case of a category 2 flight test rating:



- (i) conduct category 1 flight tests, as defined in Part-21:
    - as a co-pilot, or
    - as PIC, in the case of aeroplanes referred to in (b)(2)(ii), except for those within the commuter category or having a design diving speed above 0,6 mach or a maximum ceiling above 25000 feet;
  - (ii) conduct all other categories of flight tests, as defined in Part-21, either as PIC or co-pilot;
  - (3) in addition, for both category 1 or 2 flight test ratings, to conduct flights specifically related to the activity of design and production organisations, within the scope of their privileges, when the requirements of Subpart H may not be complied with.
- (d) Applicants for the first issue of a flight test rating shall:
- (1) hold at least a CPL and an IR in the appropriate aircraft category;
  - (2) have completed at least 1000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC;
  - (3) have completed a training course at an ATO appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:
    - Performance,
    - Stability and control/Handling qualities,
    - Systems,
    - Test management,
    - Risk/Safety management.
- (e) The privileges of holders of a flight test rating may be extended to another category of flight test and another category of aircraft when they have completed an additional course of training at an ATO.

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### **FCL.825 En route instrument rating (EIR)**

- (a) Privileges and conditions
- (1) The privileges of the holder of an en route instrument rating (EIR) are to conduct flights by day under IFR in the en route phase of flight, with an aeroplane for which a class or type rating is held. The privilege may be extended to conduct flights by night under IFR in the en route phase of flight if the pilot holds a night rating in accordance with FCL.810.
  - (2) The holder of the EIR shall only commence or continue a flight on which he/she intends to exercise the privileges of his/her rating if the latest available meteorological information indicates that:
    - (i) the weather conditions on departure are such as to enable the segment of the flight from take-off to a planned VFR-to-IFR transition to be conducted in compliance with VFR; and
    - (ii) at the estimated time of arrival at the planned destination aerodrome, the weather conditions will be such as to enable the segment of the flight from an IFR-to-VFR transition to landing to be conducted in compliance with VFR.
- (b) Prerequisites. Applicants for the EIR shall hold at least a PPL(A) and shall have completed at least 20 hours of cross-country flight time as PIC in aeroplanes.
- (c) Training course. Applicants for an EIR shall have completed, within a period of 36 months at an ATO:



- (1) at least 80 hours of theoretical knowledge instruction in accordance with FCL.615; and
- (2) instrument flight instruction, during which:
  - (i) the flying training for a single-engine EIR shall include at least 15 hours of instrument flight time under instruction; and
  - (ii) the flying training for a multi-engine EIR shall include at least 16 hours of instrument flight time under instruction, of which at least 4 hours shall be in multi-engine aeroplanes.
- (d) Theoretical knowledge. Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, in the subjects referred to in FCL.615(b).
- (e) Skill test. After the completion of the training, the applicant shall pass a skill test in an aeroplane with an IRE. For a multi-engine EIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine EIR, the test shall be taken in a single-engine aeroplane.
- (f) By way of derogation from points (c) and (d), the holder of a single-engine EIR who also holds a multi-engine class or type rating wishing to obtain a multi-engine EIR for the first time, shall complete a course at an ATO comprising at least 2 hours instrument flight time under instruction in the en route phase of flight in multi-engine aeroplanes and shall pass the skill test referred to in point (e).
- (g) Validity, revalidation, and renewal.
  - (1) An EIR shall be valid for 1 year.
  - (2) Applicants for the revalidation of an EIR shall:
    - (i) pass a proficiency check in an aeroplane within a period of 3 months immediately preceding the expiry date of the rating; or
    - (ii) within 12 months preceding the expiry date of the rating, complete 6 hours as PIC under IFR and a training flight of at least 1 hour with an instructor holding privileges to provide training for the IR(A) or EIR.
  - (3) For each alternate subsequent revalidation, the holder of the EIR shall pass a proficiency check in accordance with point (g)(2)(i).
  - (4) If an EIR has expired, in order to renew their privileges applicants shall:
    - (i) complete refresher training provided by an instructor holding privileges to provide training for the IR(A) or EIR to reach the level of proficiency needed; and
    - (ii) complete a proficiency check.
  - (5) If the EIR has not been revalidated or renewed within 7 years from the last validity date, the holder will also be required to pass again the EIR theoretical knowledge examinations in accordance with FCL.615(b).
  - (6) For a multi-engine EIR, the proficiency check for the revalidation or renewal, and the training flight required in point (g)(2)(ii) have to be completed in a multi-engine aeroplane. If the pilot also holds a single-engine EIR, this proficiency check shall also achieve revalidation or renewal of the single-engine EIR.
- (h) When the applicant for the EIR has completed instrument flight time under instruction with an IRI(A) or an FI(A) holding the privilege to provide training for the IR or EIR, these hours may be credited towards the hours required in point (c)(2)(i) and (ii) up to a maximum of 5 or 6 hours respectively. The 4 hours of instrument flight instruction in multi-engine aeroplanes required in point (c)(2)(ii) shall not be subject to this credit.
  - (1) To determine the amount of hours to be credited and to establish the training needs, the applicant shall complete a pre-entry assessment at the ATO.



- (2) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) shall be documented in a specific training record and signed by the instructor.
- (i) Applicants for the EIR, holding a Part-FCL PPL or CPL and a valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention by a third country, may be credited in full towards the training course requirements mentioned in point (c). In order to be issued the EIR, the applicant shall:
  - (1) successfully complete the skill test for the EIR;
  - (2) by way of derogation from point (d), demonstrate during the skill test towards the examiner that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR);
  - (3) have a minimum experience of at least 25 hours of flight time under IFR as PIC on aeroplanes.

### **FCL.830 Sailplane Cloud Flying Rating**

- (a) Holders of a pilot licence with privileges to fly sailplanes shall only operate a sailplane or a powered sailplane, excluding TMG, within cloud when they hold a sailplane cloud flying rating.
- (b) Applicants for a sailplane cloud flying rating shall have completed at least:
  - (1) 30 hours as PIC in sailplanes or powered sailplanes after the issue of the licence;
  - (2) a training course at an ATO including:
    - (i) theoretical knowledge instruction; and
    - (ii) at least 2 hours of dual flight instruction in sailplanes or powered sailplanes, controlling the sailplane solely by reference to instruments, of which a maximum of one hour may be completed on TMGs; and
  - (3) a skill test with an FE qualified for this purpose.
- (c) Holders of an EIR or an IR(A) shall be credited against the requirement of (b)(2)(i). By way of derogation from point (b)(2)(ii), at least one hour of dual flight instruction in a sailplane or powered sailplane, excluding TMG, controlling the sailplane solely by reference to instruments shall be completed.
- (d) Holders of a cloud flying rating shall only exercise their privileges when they have completed in the last 24 months at least 1 hour of flight time, or 5 flights as PIC exercising the privileges of the cloud flying rating, in sailplanes or powered sailplanes, excluding TMGs.
- (e) Holders of a cloud flying rating who do not comply with the requirements in point (d) shall, before they resume the exercise of their privileges:
  - (1) undertake a proficiency check with an FE qualified for this purpose; or
  - (2) perform the additional flight time or flights required in point (d) with a qualified instructor.
- (f) Holders of a valid EIR or an IR(A) shall be credited in full against the requirements in point (d).



▼ B**SUBPART J  
INSTRUCTORS****SECTION 1  
COMMON REQUIREMENTS****FCL.900 Instructor certificates**

- (a) General. A person shall only carry out:
- (1) flight instruction in aircraft when he/she holds:
    - (i) a pilot licence issued or accepted in accordance with this Regulation;
    - (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;
  - (2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.
- (b) Special conditions:
- (1) In the case of introduction of new aircraft in the Member States or in an operator's fleet, when compliance with the requirements established in this Subpart is not possible, the competent authority may issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
  - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor. Notwithstanding FCL.905.TRI(b), a TRI certificate issued in accordance with this (sub)paragraph will include the privilege to instruct for the issue of a TRI or SFI certificate for the relevant type.
- (c) Instruction outside the territory of the Member States:
- (1) Notwithstanding paragraph (a), in the case of flight instruction provided outside the territory of the Member States in an ATO located outside the territory of the Member States, the competent authority may issue an instructor certificate to an applicant holding a pilot licence, which shall be in any case at least a CPL, and a rating or a certificate issued by a third country in accordance with Annex 1 to the Chicago Convention, for which they are authorised to instruct, provided that the applicant:
    - ~~(i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to instruct and in any case at least a CPL;~~
    - (ii) complies with the requirements established in this Subpart for the issue of the relevant instructor certificate;
    - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise instructional privileges in accordance with this Part.
  - (2) The certificate shall be limited to providing flight instruction:
    - (i) in ATOs located outside the territory of the Member States;



- (ii) to student pilots who have sufficient knowledge of the language in which flight instruction is given.

### FCL.915 General prerequisites and requirements for instructors

- (a) General. An applicant for an instructor certificate shall be at least 18 years of age.
- (b) Additional requirements for instructors providing flight instruction in aircraft. An applicant for or the holder of an instructor certificate with privileges to conduct flight instruction in an aircraft shall **unless otherwise specified**:
- (1) **for licence training**, hold at least the licence ~~and, where relevant, the rating~~ for which flight instruction is to be given;
  - (2) **for class or type rating training**, hold the relevant rating for which flight instruction is to be given; and
  - (3) ~~except in the case of the flight test instructor~~, have:

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- (i) completed at least 15 hours of flight time as a pilot on the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or

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- (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft;
- (4) be entitled to act as PIC on the aircraft during such flight instruction.
- (c) Credit towards further ratings and for the purpose of revalidation:
- (1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held.
  - (2) Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for all instructor certificates held.

### FCL.920 Instructor competencies and assessment

All instructors shall be trained to achieve the following competences:

- Prepare resources,
- Create a climate conducive to learning,
- Present knowledge,
- Integrate Threat and Error Management (TEM) and crew resource management,
- Manage time to achieve training objectives,
- Facilitate learning,
- Assess trainee performance,
- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.



**FCL.925 Additional requirements for instructors for the MPL**

- (a) Instructors conducting training for the MPL shall:
- (1) have successfully completed an MPL instructor training course at an ATO; and
  - (2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:
    - (i) be experienced in multi-pilot operations; and
    - (ii) have completed initial crew resource management training with a commercial air transport operator approved in accordance with the applicable air operations requirements.
- (b) MPL instructors training course
- (1) The MPL instructor training course shall comprise at least 14 hours of training.  
Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training.
  - (2) The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an examiner qualified in accordance with Subpart K.
  - (3) Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant.
- (c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:
- (1) 1 simulator session of at least 3 hours; or
  - (2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.
- (d) If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct flight instruction for the MPL he/she shall:
- (1) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and
  - (2) pass the assessment of instructor competencies as set out in (b)(2).

**FCL.930 Training course**

Applicants for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO. In addition to the specific elements prescribed in this Part for each category of instructor, the course shall contain the elements required in FCL.920.

**FCL.935 Assessment of competence**

- (a) Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft ~~category~~ class, type or FSTD to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.
- (b) This assessment shall include:
- (1) the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction;



- (2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD;
  - (3) exercises adequate to evaluate the instructor's competencies.
- (c) The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction.
- (d) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

#### **FCL.940 Validity of instructor certificates**

With the exception of the MI, and without prejudice to FCL.900(b)(1), instructor certificates shall be valid for a period of 3 years.

## **SECTION 2 SPECIFIC REQUIREMENTS FOR THE FLIGHT INSTRUCTOR — FI**

#### **FCL.905.FI FI — Privileges and conditions**

The privileges of an FI are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category;
- (b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes; class and group extensions for balloons and class extensions for sailplanes;
- (c) type ratings for single or multi-pilot airship;
- (d) a CPL in the appropriate aircraft category, provided that the FI has completed at least 500 hours of flight time as a pilot on that aircraft category, including at least 200 hours of flight instruction;
- (e) the night rating, provided that the FI:
  - (1) is qualified to fly at night in the appropriate aircraft category;
  - (2) has demonstrated the ability to instruct at night to an FI qualified in accordance with (i) below; and
  - (3) complies with the night experience requirement of FCL.060(b)(2);

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- (f) a towing, aerobatic or, in the case of an FI(S), a cloud flying rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with point (i);
- (g) an EIR or IR in the appropriate aircraft category, provided that the FI has:

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- (1) at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or FNPT II;
- (2) completed as a student pilot the IRI training course and has passed an assessment of competence for the IRI certificate; and
- (3) in addition:



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- (i) for multi-engine aeroplanes, met the ~~requirements~~ prerequisites established in FCL.915.CRI(a) and the requirements established in FCL.930.CRI and FCL. 935; ~~for a CRI for multi-engine aeroplanes;~~

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- (ii) for multi-engine helicopters, met the requirements established in FCL.910.TRI(c)(1) and the prerequisites for the TRI(H) training course established in FCL.915.TRI(d)(2); ~~for the issue of a TRI certificate;~~
- (h) single-pilot multi-engine class or type ratings, except for single-pilot high performance complex aeroplanes, provided that the FI meets:
- (1) in the case of aeroplanes, the prerequisites for the CRI ~~training course~~ certificate established in FCL.915.CRI(a) and the requirements of FCL.930.CRI and FCL.935;

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- (2) in the case of helicopters, the requirements established in FCL.910.TRI(c)(1) and the prerequisites for the TRI(H) training course established in FCL.915.TRI(d)(2);

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- (i) an FI, IRI, CRI, STI or MI certificate provided that the FI has:
- (1) completed at least:
    - (i) in the case of an FI(S), at least 50 hours or 150 launches of flight instruction on sailplanes;
    - (ii) in the case of an FI(B), at least 50 hours or 50 take-offs of flight instruction on balloons;
    - (iii) in all other cases, 500 hours of flight instruction in the appropriate aircraft category;
  - (2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate;
- (j) an MPL, provided that the FI:
- (1) for the core flying phase of the training, has completed at least 500 hours of flight time as a pilot on aeroplanes, including at least 200 hours of flight instruction;
  - (2) for the basic phase of the training:
    - (i) holds a multi-engine aeroplane IR and the privilege to instruct for an IR; and
    - (ii) has at least 1500 hours of flight time in multi-crew operations;
  - (3) in the case of an FI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (2)(ii) may be replaced by the completion of a structured course of training consisting of:
    - (i) MCC qualification;
    - (ii) observing 5 sessions of flight instruction in Phase 3 of an MPL course;
    - (iii) observing 5 sessions of flight instruction in Phase 4 of an MPL course;
    - (iv) observing 5 operator recurrent line oriented flight training sessions;
    - (v) the content of the MCCI instructor course.



In this case, the FI shall conduct its first 5 instructor sessions under the supervision of a TRI(A), MCCI(A) or SFI(A) qualified for MPL flight instruction.

### FCL.910.FI FI — Restricted privileges

- (a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:
- (1) for the issue of the PPL, SPL, BPL and LAPL;
  - (2) in all integrated courses at PPL level, in case of aeroplanes and helicopters;

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- (3) for class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes, class and group extensions in the case of balloons and class extensions in the case of sailplanes;

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- (4) for the night, towing or aerobatic ratings.
- (b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.
- (c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:
- (1) for the FI(A), 100 hours of flight instruction in aeroplanes or TMGs and, in addition has supervised at least 25 student solo flights;
  - (2) for the FI(H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises;
  - (3) for the FI(As), FI(S) and FI(B), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.

### FCL.915.FI FI — Prerequisites

An applicant for an FI certificate shall:

- (a) in the case of the FI(A) and FI(H):
- (1) have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD;
  - (2) have completed 20 hours of VFR cross-country flight on the appropriate aircraft category as PIC; and
- (b) additionally, for the FI(A):
- (1) hold at least a CPL(A); or
  - (2) hold at least a PPL(A) and have:
    - (i) met the requirements for CPL theoretical knowledge in accordance with FCL.310 and FCL.315, except for an FI(A) providing training for the LAPL(A) only; and
    - (ii) completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150 hours as PIC;



- (3) have completed at least 30 hours on single-engine piston powered aeroplanes of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight test set out in FCL.930.FI(a);
- (4) have completed a VFR cross-country flight as PIC, including a flight of at least 540 km (300 NM) in the course of which full stop landings at 2 different aerodromes shall be made;
- (c) additionally, for the FI(H), have completed 250 hours total flight time as pilot on helicopters of which:
  - (1) at least 100 hours shall be as PIC, if the applicant holds at least a CPL(H); or
  - (2) at least 200 hours as PIC, if the applicant holds at least a PPL(H) and has met the requirements for CPL theoretical knowledge;
- (d) for an FI(As), have completed 500 hours of flight time on airships as PIC, of which 400 hours shall be as PIC holding a CPL(As);

▼ M3

- (e) for an FI(S), have completed 100 hours of flight time and 200 launches as PIC on sailplanes. Additionally, where the applicant wishes to give flight instruction on TMGs, he/she shall have completed 30 hours of flight time as PIC on TMGs and an additional assessment of competence on a TMG in accordance with FCL.935 with an FI qualified in accordance with FCL.905.FI(i);

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- (f) for an FI(B), have completed 75 hours of balloon flight time as PIC, of which at least 15 hours have to be in the class for which flight instruction will be given.

**FCL.930.FI FI — Training course**

- (a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to this Part.
- (b) The FI training course shall include:
  - (1) 25 hours of teaching and learning;
  - (2) (i) in the case of an FI(A), (H) and (As), at least 100 hours of theoretical knowledge instruction, including progress tests;
  - (ii) in the case of an FI(B) or FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests;
  - (3) (i) in the case of an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;
  - (ii) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction;
  - (iii) in the case of an FI(S), at least 6 hours or 20 take-offs of flight instruction;
  - (iv) in the case of an FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs;

▼ M3

- (v) in the case of an FI(B), at least 3 hours of flight instruction including 3 take-offs.



- (4) When applying for an FI certificate in another category of aircraft, pilots holding or having held an FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in point (b)(2)(i) or with 18 hours towards the requirements in point (b)(2)(ii).
- (c) Applicants for an FI certificate who hold or have held any instructor certificate issued in accordance with this Part shall be fully credited towards the requirement of (b)(1).

▼ B**FCL.940.FI FI — Revalidation and renewal**

- (a) For revalidation of an FI certificate, the holder shall fulfil 2 of the following 3 requirements:
- (1) complete:
    - (i) in the case of an FI(A) and (H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;
    - (ii) in the case of an FI(As), at least 20 hours of flight instruction in airships as FI, IRI or as examiner during the period of validity of the certificate. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;
    - (iii) in the case of an FI(S), at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate;
    - (iv) in the case of an FI(B), at least 6 hours of flight instruction in balloons as, FI or as examiner during the period of validity of the certificate;
  - (2) attend receive an instructor refresher seminar training as an FI at an ATO or a competent authority, within the validity period of the FI certificate;
  - (3) pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate.
- (b) For the at least each alternate subsequent revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), (S) and (B), the holder shall have to pass an assessment of competence in accordance with FCL.935.
- (c) Renewal.
- (1) If the FI certificate has lapsed for less than 3 years, the applicant shall, within a period of 12 months before renewal:
    - ~~(1)~~ attend receive an instructor refresher seminar training as an FI at an ATO or a competent authority as required in (a)(2) above and
    - ~~(2)~~ pass an assessment of competence in accordance with FCL.935.
  - (2) If the FI certificate has lapsed for more than 3 years, the applicant shall, within a period of 12 months before renewal, receive instructor refresher training as an FI in an ATO following a training syllabus established by the ATO and pass an assessment of competence in accordance with FCL.935.



**SECTION 43**  
**SPECIFIC REQUIREMENTS FOR THE TYPE RATING INSTRUCTOR — TRI****FCL.905.TRI TRI — Privileges and conditions**

The privileges of a TRI are to instruct for:

**▼ M3**

- (a) the revalidation and renewal of an EIR or an IR, provided the TRI holds a valid IR;

**▼ B**

- (b) the issue of a TRI or SFI certificate, provided that ~~the holder has 3 years of experience as a TRI;~~  
and
- (i) the holder has at least 50 hours of instructional experience as a TRI or SFI; and
  - (ii) has conducted the flight instruction syllabus of the TRI training course according to FCL.930.TRI(a)(3) under the supervision and to the satisfaction of a qualified TRI nominated by the HT of an ATO.
- (c) in the case of the TRI for single-pilot aeroplanes:
- (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in single-pilot operations.  
The privileges of the TRI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that the TRI:
    - (i) holds an MCCI certificate; or
    - (ii) holds or has held a TRI certificate for multi-pilot aeroplanes;
  - (2) the MPL course on the basic phase, provided that he/she has the privileges extended to multi-pilot operations and holds or has held an FI(A) or an IRI(A) certificate;
- (d) in the case of the TRI for multi-pilot aeroplanes:
- (1) the issue, revalidation and renewal of type ratings for:
    - (i) multi-pilot aeroplanes;
    - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
  - (2) MCC training;
  - (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, they hold or have held an FI(A) or IRI(A) certificate;
- (e) in the case of the TRI for helicopters:
- (1) the issue, revalidation and renewal of helicopter type ratings;
  - (2) MCC training, provided he/she holds a multi-pilot helicopter type rating;
  - (3) the extension of the single-engine IR(H) to multi-engine IR(H);
- (f) in the case of the TRI for powered-lift aircraft:
- (1) the issue, revalidation and renewal of powered-lift type ratings;
  - (2) MCC training.



**FCL.910.TRI TRI — Restricted privileges**

- (a) General. If the TRI training is carried out in an FFS only, the privileges of the TRI shall be restricted to training in the FFS.

The restriction shall be removed when the TRI has completed the additional training in accordance with AMC1 FCL.930.TRI(a).

In this case, the TRI may conduct line flying under supervision or landing training, provided that the TRI training course has included additional training for this purpose on the aeroplane.

- (b) TRI for aeroplanes and for powered-lift aircraft — TRI(A) and TRI(PL). The privileges of a TRI are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence was taken. The privileges of the TRI shall be extended to further types when the TRI has:
- (1) completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which 7 sectors may be completed in an FFS;
  - (2) completed the relevant parts of the technical training and flight instruction parts of the relevant applicable TRI course;
  - (3) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
  - (4) The privileges of the TRI shall be extended to further variants in accordance with the operational suitability data established in accordance with Part-21 when the TRI has complied with the applicable parts of the technical training and flight instruction parts of the applicable TRI course.
- (c) TRI for helicopters — TRI(H).
- (1) The privileges of a TRI(H) are restricted to the type of helicopter in which the skill test for the issue of the TRI certificate was taken. The privileges of the TRI shall be extended to further types when the TRI has:
    - (i) completed the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type;
    - (ii) conducted at least 2 hours of flight instruction on the applicable type, under the supervision of an adequately qualified TRI(H); and
    - (iii) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
    - (iv) The privileges of the TRI shall be extended to further variants in accordance with the operational suitability data established in accordance with Part-21 when the TRI has complied with the applicable parts of the technical training and flight instruction parts of the applicable TRI course.
  - (2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.
- (d) Notwithstanding the paragraphs above, holders of a TRI certificate who have been issued with a type rating in accordance with FCL.725(e) shall be entitled to have their TRI privileges extended to that new type of aircraft.



**FCL.915.TRI TRI — Prerequisites**

An applicant for a TRI certificate shall:

- (a) hold a CPL, MPL or ATPL pilot licence on the applicable aircraft category;
- (b) for a TRI(MPA) certificate:
  - (1) have completed 1500 hours flight time as a pilot on multi-pilot aeroplanes; and
  - (2) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;
- (c) for a TRI(SPA) certificate:
  - (1) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type; and
  - (2) (i) have completed at least 500 hours flight time as pilot on aeroplanes, including 30 hours as PIC on the applicable type of aeroplane; or  
(ii) hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges;
- (d) for TRI(H):
  - (1) for a TRI(H) certificate for single-pilot single-engine helicopters, have completed 250 hours as a pilot on helicopters;
  - (2) for a TRI(H) certificate for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
  - (3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1000 hours of flight time as a pilot on helicopters, including:
    - (i) 350 hours as a pilot on multi-pilot helicopters; or
    - (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations.
  - (4) Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter;
- (e) for TRI(PL):
  - (1) have completed 1500 hours flight time as a pilot on multi-pilot aeroplanes, powered-lift, or multi-pilot helicopters; and
  - (2) have completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.

**FCL.930.TRI TRI — Training course**

- (a) The TRI training course shall include, at least:
  - (1) 25 hours of teaching and learning;
  - (2) 10 hours of technical training related to the appropriate aircraft, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;



- (3) 5 hours of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or a simulator representing that aircraft.
- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
- (c) An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.

#### **FCL.935.TRI TRI — Assessment of competence**

The assessment of competence shall be conducted in an FFS, if available.

~~If the TRI assessment of competence is conducted in an FFS, the TRI certificate shall be restricted to flight instruction in FFSs.~~

~~The restriction shall be lifted when the TRI has passed the assessment of competence on an aircraft.~~

#### **FCL.940.TRI TRI — Revalidation and renewal**

- (a) Revalidation
  - (1) Aeroplanes. For revalidation of a TRI(A) certificate, the applicant shall, within the last 12 months preceding the expiry date of the certificate, fulfil ~~one~~ 2 of the following 3 requirements:
    - (i) conduct one of the following parts of a complete type rating or recurrent training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings;
    - (ii) receive instructor refresher training as a TRI(A) at an ATO;
    - (iii) pass the assessment of competence in accordance with FCL.935.
  - (2) Helicopters and powered lift. For revalidation of a TRI (H) or TRI(PL) certificate, the applicant shall, within the validity period of the TRI certificate, fulfil 2 of the following 3 requirements:
    - (i) complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate.  
  
In the case of TRI(PL), these hours of flight instruction shall be flown as a TRI or type rating examiner (TRE), or SFI or synthetic flight examiner (SFE). In the case of TRI(H), time flown as FI, instrument rating instructor (IRI), synthetic training instructor (STI) or as any kind of examiner shall also be relevant for this purpose;
    - (ii) receive instructor refresher training as a TRI(H) or TRI(PL), as relevant, at an ATO;
    - (iii) pass the assessment of competence in accordance with FCL.935.
  - (3) For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.
  - (4) If a person holds a TRI certificate on more than one type of aircraft and if it is part of a recommendation of the operational suitability data established in accordance with Part-21 within the same category, the assessment of competence taken on one of those types shall revalidate the TRI certificate for the other types held within the same category of aircraft.



- (5) Specific requirements for revalidation of a TRI(H). A TRI(H) holding an FI(H) certificate on the relevant type shall have full credit towards the requirements in (a) above. In this case, the TRI(H) certificate will be valid until the expiry date of the FI(H) certificate.
- (b) Renewal
- (1) Aeroplanes. If the TRI(A) certificate has lapsed, the applicant shall have completed within the last 12 months preceding the application:
- (i) ~~completed within the last 12 months preceding the application~~ at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator;
  - (ii) ~~completed~~ instructor refresher training as a TRI at an ATO which should cover the relevant elements of the TRI training course; and ~~the relevant parts of a TRI course at an approved ATO;~~
  - (iii) ~~conducted~~ at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A) during type rating or recurrent training. ~~on a complete type rating course at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).~~
- (2) Helicopters and powered lift. If the TRI(H) or TRI(PL) certificate has lapsed, the applicant shall have within the last 12 months preceding the application: ~~within a period of 12 months before renewal:~~
- (i) completed at least 30 route sectors, to include take-offs and landings on the applicable aircraft type, of which not more than 15 sectors may be completed in a flight simulator; and
  - (ii) received instructor refresher training as a TRI at an ATO, which should cover the relevant elements of the TRI training course; and
  - (iii) conducted at least 3 hours of flight instruction on the applicable type of helicopter under the supervision of a TRI(H) during type rating or recurrent training.
  - (~~iv~~) passed the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought.

## SECTION 45

### SPECIFIC REQUIREMENTS FOR THE CLASS RATING INSTRUCTOR — CRI

#### FCL.905.CRI CRI — Privileges and conditions

- (a) The privileges of a CRI are to instruct for:

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- (1) the issue, revalidation or renewal of a class or type rating for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes, when the privileges sought by the applicant are to fly in single-pilot operations;

##### ▼ B

- (2) a towing or aerobatic rating for the aeroplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with FCL.905.FI(i).



- (b) The privileges of a CRI are restricted to the class or type of aeroplane in which the instructor assessment of competence was taken. The privileges of the CRI shall be extended to further classes or types when the CRI has completed, within the last 12 months:
- (1) 15 hours flight time as PIC on aeroplanes of the applicable class or type of aeroplane;
  - (2) one training flight from the right hand seat under the supervision of another CRI or FI qualified for that class or type occupying the other pilot's seat.

▼ **M3**

- (c) Applicants for a CRI for multi-engine aeroplanes holding a CRI certificate for single-engine aeroplanes shall have fulfilled the prerequisites for a CRI established in FCL.915.CRI(a) and the requirements of FCL.930.CRI(a)(3) and FCL.935.
- (d) The privileges of the CRI may be extended to flight instruction for the issue, revalidation or renewal of a class or type rating for single-pilot aeroplanes, except for single-pilot high-performance complex aeroplanes in multi-pilot operations, provided that the CRI:
- (1) holds an MCCI certificate; or
  - (2) holds or has held a TRI certificate for multi-pilot aeroplanes.

▼ **B**

**FCL.915.CRI CRI — Prerequisites**

An applicant for a CRI certificate shall have completed at least:

- (a) for multi-engine aeroplanes:
- (1) 500 hours flight time as a pilot on aeroplanes;
  - (2) 30 hours as PIC on the applicable class or type of aeroplane;
- (b) for single-engine aeroplanes:
- (1) 300 hours flight time as a pilot on aeroplanes;
  - (2) 30 hours as PIC on the applicable class or type of aeroplane.

**FCL.930.CRI CRI — Training course**

- (a) The training course for the CRI shall include, at least:
- (1) 25 hours of teaching and learning instruction;
  - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
  - (3) 5 hours of flight instruction on multi-engine aeroplanes, or 3 hours of flight instruction on single-engine aeroplanes, given by an FI(A) qualified in accordance with FCL.905.FI(i).
- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).



**FCL.940.CRI CRI — Revalidation and renewal**

- (a) ~~For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the CRI certificate~~Revalidation. For revalidation of a CRI certificate the applicant shall, within the validity period of the CRI certificate, fulfil 2 of the following 3 requirements:
- (1) conduct at least 10 hours of flight instruction in the role of a CRI. If the applicant has CRI privileges on both single-engine and multi-engine aeroplanes, the 10 hours of flight instruction shall be equally divided between single-engine and multi-engine aeroplanes; ~~or~~
  - (2) receive refresher training as a CRI at an ATO; ~~or~~
  - (3) pass the assessment of competence in accordance with FCL.935 for multi-engine or single-engine aeroplanes, as relevant.
- (b) For at least each alternate revalidation of a CRI certificate, the holder shall have to comply with the requirement of (a)(3).
- (c) Renewal. If the CRI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
- (1) receive refresher training as a CRI at an ATO;
  - (2) pass the assessment of competence established in FCL.935.

**SECTION 56****SPECIFIC REQUIREMENTS FOR THE INSTRUMENT RATING INSTRUCTOR — IRI****FCL.905.IRI IRI — Privileges and conditions****▼ M3**

- (a) The privileges of an IRI are to instruct for the issue, revalidation and renewal of an EIR or an IR on the appropriate aircraft category.

**▼ B**

- (b) Specific requirements for the MPL course. To instruct for the basic phase of training on an MPL course, the IRI(A) shall:
- (1) hold an IR for multi-engine aeroplanes; and
  - (2) have completed at least 1500 hours of flight time in multi-crew operations.
  - (3) In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph FCL.905.FI(j)(3).

**FCL.915.IRI IRI — Prerequisites**

An applicant for an IRI certificate shall:

- (a) for an IRI(A):
- (1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and

**▼ M3**

- (2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraphs FCL.915.CRI(a), FCL.930.CRI and FCL.935;

▼ B

- (b) for an IRI(H):
- (1) have completed at least 500 hours of flight time under IFR, of which at least 250 hours shall be instrument flight time in helicopters; and
  - (2) in the case of applicants for an IR(H) for multi-pilot helicopters, meet the requirements of FCL.905.FI(g)(3)(ii);
- (c) for an IRI(As), have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.

**FCL.930.IRI IRI — Training course**

- (a) The training course for the IRI shall include, at least:
- (1) 25 hours of teaching and learning instruction;
  - (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills;
  - (3)
    - (i) for the IRI(A), at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FNPT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5;
    - (ii) for the IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III; In the case of applicants holding an FI(H) certificate, these hours are reduced to 5;
    - (iii) for the IRI(As), at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FNPT II.
- (b) Flight instruction shall be given by an FI qualified in accordance with FCL.905.FI(i).
- (c) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).

**FCL.940.IRI IRI — Revalidation and renewal**

For revalidation and renewal of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with FCL.940.FI.

**SECTION 67****SPECIFIC REQUIREMENTS FOR THE SYNTHETIC FLIGHT INSTRUCTOR — SFI****FCL.905.SFI SFI — Privileges and conditions**

The privileges of an SFI are to carry out synthetic flight instruction, within the relevant aircraft category, for:

- (a) the ~~issue~~, revalidation and renewal of an IR, provided that ~~he/she~~ the SFI holds or has held an IR in the relevant aircraft category; and
- (b) the issue of an IR, provided that the SFI holds or has held an IR in the relevant aircraft category and has completed an IRI training course; ~~and~~
- (c) in the case of SFI for single-pilot aeroplanes:



- (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes, when the applicant seeks privileges to operate in single-pilot operations.

The privileges of the SFI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that he/she:

- (i) holds an MCCI certificate; or
- (ii) holds or has held a TRI certificate for multi-pilot aeroplanes; and

- (2) MCC and the MPL course on the basic phase, provided that the privileges of the SFI(SPA) have been extended to multi-pilot operations in accordance with (1);

~~(i) MCC;~~

~~(ii) the MPL course on the basic phase;~~

~~(de)~~ in the case of SFI for multi-pilot aeroplanes:

- (1) the issue, revalidation and renewal of type ratings for:
  - (i) multi-pilot aeroplanes;
  - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
- (2) MCC;
- (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, he/she holds or has held an FI(A) or an IRI(A) certificate;

~~(ed)~~ in the case of SFI for helicopters:

- (1) the issue, revalidation and renewal of helicopter type ratings;

▼ M3

- (2) MCC training, when the SFI has privileges to instruct for multi-pilot helicopters.

▼ B

### FCL.910.SFI SFI — Restricted privileges

The privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.

The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has:

- (a) satisfactorily completed the simulator content of the relevant type rating course; ~~and~~
- (b) completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course; and
- ~~(bc)~~ conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE or an SFE qualified for this purpose.

### FCL.915.SFI SFI — Prerequisites

An applicant for an SFI certificate shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;



- (b) have completed the ~~proficiency check~~ skill test for the issue or, if applicable, the proficiency check for the revalidation of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and
- (c) additionally, for an SFI(A) for multi-pilot aeroplanes or SFI(PL), have:
- (1) at least 1500 hours flight time as a pilot on multi-pilot aeroplanes or powered-lift, as applicable;
  - (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least:
    - (i) 3 route sectors on the flight deck of the applicable aircraft type; or
    - (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;
- (d) additionally, for an SFI(A) for single-pilot high performance complex aeroplanes:
- (1) have completed at least 500 hours of flight time as a pilot on aeroplanes, of which at least 30 hours shall be as PIC on the applicable type; ~~on single-pilot aeroplanes;~~
  - (2) hold or have held a multi-engine IR(A) rating; and
  - (3) have met the requirements in (c)(2);
- (e) additionally, for an SFI(H), have:
- (1) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and
  - (2) in the case of multi-pilot helicopters, at least 1000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;
  - (3) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
  - (4) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.

#### **FCL.930.SFI SFI — Training course**

- (a) The training course for the SFI shall include:
- (1) the FSTD content of the applicable type rating course;
  - (2) the FSTD content of the TRI training course.
- (b) An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.

#### **FCL.940.SFI SFI — Revalidation and renewal**

- (a) Revalidation. For revalidation of an SFI certificate the applicant shall, within the validity period of the SFI certificate, fulfil 2 of the following 3 requirements:
- (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate;
  - (2) receive instructor refresher training as an SFI at an ATO;
  - (3) pass the relevant sections of the assessment of competence in accordance with FCL.935.



- (b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.
- (c) For at least each alternate revalidation of an SFI certificate, the holder shall ~~have to~~ comply with the requirement of (a)(3).
- (d) If a person holds an SFI certificate on more than one type of aircraft and if it is part of a recommendation of the operational suitability data established in accordance with Part-21 within the same category, the assessment of competence taken on one of those types shall revalidate the SFI certificate for the other types held within the same category of aircraft.
- (e) Renewal. If the SFI certificate has lapsed, the applicant shall, within the 12 months preceding the application:
  - (1) ~~complete the simulator content of the SFI training course;~~ receive instructor refresher training as an SFI at an ATO; and
  - (2) ~~fulfil the requirements specified in (a)(2) and (3).~~ pass the relevant sections of the assessment of competence in accordance with FCL.935.

## SECTION 78

### SPECIFIC REQUIREMENTS FOR THE MULTI-CREW COOPERATION INSTRUCTOR — MCCI

#### FCL.905.MCCI MCCI — Privileges and conditions

- (a) The privileges of an MCCI are to carry out flight instruction during:
  - (1) the practical part of MCC courses when not combined with type rating training; and
  - (2) in the case of MCCI(A), the basic phase of the MPL integrated training course, provided he/she holds or has held an FI(A) or an IRI(A) certificate.

#### FCL.910.MCCI MCCI — Restricted privileges

The privileges of the holder of an MCCI certificate shall be restricted to the FNPT II/III MCC, FTD 2/3 or FFS in which the MCCI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder has completed the practical training of the MCCI course on that type of FNPT II/III MCC, FTD 2/3 or FFS.

#### FCL.915.MCCI MCCI — Prerequisites

An applicant for an MCCI certificate shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) have at least:

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- (1) in the case of aeroplanes, airships and powered-lift aircraft, 1500 hours of flying experience as a pilot in multi-pilot operations;

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- (2) in the case of helicopters, 1000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.



**FCL.930.MCCI MCCI — Training course**

- (a) The training course for the MCCI shall include, at least:
- (1) 25 hours of teaching and learning instruction;
  - (2) technical training related to the type of FSTD where the applicant wishes to instruct;
  - (3) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant ~~FNPT II/III MCC, FTD 2/3 or FFS~~FSTD, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920.
- (b) Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of (a)(1).

**FCL.940.MCCI MCCI — Revalidation and renewal**

- (a) For revalidation of an MCCI certificate the applicant shall have completed the requirements of FCL.930.MCCI(a)(3) on the relevant type of ~~FNPT II/III, FTD 2/3 or FFS~~FSTD, within the last 12 months of the validity period of the MCCI certificate.
- (b) Renewal. If the MCCI certificate has lapsed, the applicant shall complete the requirements of FCL.930.MCCI(a)(2) and (3) on the relevant type of ~~FNPT II/III MCC, FTD 2/3 or FFS~~FSTD.

**SECTION 89****SPECIFIC REQUIREMENTS FOR THE SYNTHETIC TRAINING INSTRUCTOR — STI****FCL.905.STI STI — Privileges and conditions**

- (a) The privileges of an STI are to carry out synthetic flight instruction in the appropriate aircraft category for:
- (1) the issue of a licence;
  - (2) the issue, revalidation or renewal of an IR and a class or type rating for single-pilot aircraft, except for single-pilot high performance complex aeroplanes.
- (b) Additional privileges for the STI(A). The privileges of an STI(A) shall include synthetic flight instruction during the core flying skills training of the MPL integrated training course.

**FCL.910.STI STI — Restricted privileges**

The privileges of an STI shall be restricted to the ~~type of device (BITD, FNPT II/III, FTD 2/3 or FFS)~~ in which the STI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder has:

- (a) completed the ~~BITD, FNPT II/III, FTD 2/3 or FFS~~ content of the TRI course on the applicable type or class of aircraft;
- (b) passed in the ~~FFS, FTD 2/3 or FNPT II/III~~ on which flight instruction is to be conducted, the applicable section of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft.

~~For an STI(A) instructing on BITD only, the proficiency check shall include only the exercises appropriate for the skill test for the issue of a PPL(A); the proficiency check for the specific aircraft type rating on an FFS of the applicable type, within the 12 months preceding the application;~~



- (c) conducted, on a ~~type rating course, at least one FSTD session related to the duties of an STI with a minimum duration of 3 hours on the applicable type of aircraft, under the supervision of a flight instructor examiner (FIE).~~ CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, CRI(A), IRI or TRI nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE(A).

#### FCL.915.STI STI — Prerequisites

An applicant for an STI certificate shall:

- (a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended;
- (b) have completed in an ~~FNPT FSTD~~ the relevant proficiency check for the class or type rating, within a period of 12 months preceding the application.

An applicant for an STI(A) wishing to instruct on BITDs only, shall complete only the exercises appropriate for a skill test for the issue of a PPL(A);

- (c) additionally, for an STI(H), have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, within the 12 months preceding the application.

#### FCL.930.STI STI — Training course

- (a) The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an ~~FFS, FTD 2/3 or FNPT II/III FSTD~~, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920.

Applicants for an STI(A) wishing to instruct on a BITD only, shall complete the flight instruction on a BITD.

- (b) For applicants for an STI(H), the course shall also include the FFS content of the applicable TRI course.

#### FCL.940.STI Revalidation and renewal of the STI certificate

- (a) Revalidation. For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the STI certificate:

- (1) conducted at least 3 hours of flight instruction in an ~~FFS or FNPT II/III or BITD FSTD~~, as part of a complete CPL, IR, PPL or class or type rating course; and
- (2) passed in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is ~~routinely~~ conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A).

- (b) Renewal. If the STI certificate has lapsed, the applicant shall:

- (1) receive refresher training as an STI at an ATO;
- (2) pass in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A);



- (3) conduct on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, CRI(A), IRI or TRI(H) nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE(A).

## **SECTION 109**

### **MOUNTAIN RATING INSTRUCTOR — MI**

#### **FCL.905.MI MI — Privileges and conditions**

The privileges of an MI are to carry out flight instruction for the issue of a mountain rating.

#### **FCL.915.MI MI — Prerequisites**

An applicant for an MI certificate shall:

- (a) hold a, FI, CRI, or TRI certificate, with privileges for single-pilot aeroplanes;
- (b) hold a mountain rating.

#### **FCL.930.MI MI — Training course**

- (a) The training course for the MI shall include the assessment of the applicant's competence as described in FCL.920.
- (b) Before attending the course, applicants shall have passed a pre-entry flight test with an MI holding an FI certificate to assess their experience and ability to undertake the training course.

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#### **FCL.940.MI Validity of the MI certificate**

The MI certificate is valid as long as the, FI, TRI or CRI certificate is valid.

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## **SECTION 110**

### **SPECIFIC REQUIREMENTS FOR THE FLIGHT TEST INSTRUCTOR — FTI**

#### **FCL.905.FTI FTI — Privileges and conditions**

- (a) The privileges of a flight test instructor (FTI) are to instruct, within the appropriate aircraft category, for:
  - (1) the issue of category 1 or 2 flight test ratings, provided he/she holds the relevant category of flight test rating;
  - (2) the issue of an FTI certificate, within the relevant category of flight test rating, provided that the instructor has at least 2 years of experience instructing for the issue of flight test ratings.
- (b) The privileges of an FTI holding a category 1 flight test rating include the provision of flight instruction also in relation to category 2 flight test ratings.

#### **FCL.915.FTI FTI — Prerequisites**

An applicant for an FTI certificate shall:

- (a) hold a flight test rating issued in accordance with FCL.820;
- (b) have completed at least 200 hours of category 1 or 2 flight tests.



**FCL.930.FTI FTI — Training course**

- (a) The training course for the FTI shall include, at least:
- (1) 25 hours of teaching and learning;
  - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
  - (3) 5 hours of practical flight instruction under the supervision of an FTI qualified in accordance with FCL.905.FTI(b). These hours of flight instruction shall include the assessment of the applicant's competence as described in FCL.920.
- (b) Crediting:
- (1) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
  - (2) In addition, applicants holding or having held an FI or TRI certificate in the relevant aircraft category shall be fully credited towards the requirements of (a)(2).

**FCL.940.FTI FTI — Revalidation and renewal**

- (a) Revalidation. For revalidation of an FTI certificate, the applicant shall, within the validity period of the FTI certificate, fulfil one of the following requirements:
- (1) complete at least:
    - (i) 50 hours of flight tests, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate; and
    - (ii) 5 hours of flight test flight instruction within the 12 months preceding the expiry date of the FTI certificate; or
  - (2) receive refresher training as an FTI at an ATO. The refresher training shall be based on the practical flight instruction element of the FTI training course, in accordance with FCL.930.FTI(a)(3), and include at least 1 instruction flight under the supervision of an FTI qualified in accordance with FCL.905.FTI(b).
- (b) Renewal. If the FTI certificate has lapsed, the applicant shall receive refresher training as an FTI at an ATO. The refresher training shall comply at least with the requirements of FCL.930.FTI(a)(3).



**SUBPART K  
EXAMINERS****SECTION 1  
COMMON REQUIREMENTS****FCL.1000 Examiner certificates**

- (a) General. Holders of an examiner certificate shall:
- (1) hold, unless otherwise determined in this Part, an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;
  - (2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.
- (b) Special conditions:
- (1) In the case of introduction of new aircraft in the Member States or in an operator's fleet, when compliance with the requirements in this Subpart is not possible, the competent authority may issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
  - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner.
- (c) Examination outside the territory of the Member States:
- (1) Notwithstanding paragraph (a), in the case of skill tests and proficiency checks ~~provided conducted outside the territory of the Member States in an ATO-ocated outside the territory of the Member States~~, the competent authority of the Member State may issue an examiner certificate to an applicant holding a pilot licence, which shall be in any case at least a CPL, a rating, or a certificate issued by a third country in accordance with ~~ICAO Annex 1 to the Chicago Convetion~~, for which they are authorised to instruct, and in any case at least a CPL, provided that the applicant:
    - ~~(i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL;~~
    - (ii) complies with the requirements established in this Subpart for the issue of the relevant examiner certificate; and
    - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise examiner privileges in accordance with this Part.
  - (2) The certificate referred to in paragraph (1) shall be limited to providing skill tests and proficiency tests/checks:
    - (i) outside the territory of the Member States; and
    - (ii) to pilots who have sufficient knowledge of the language in which the test/check is given.

**FCL.1005 Limitation of privileges in case of vested interests**

Examiners shall not conduct:



- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate:  
(1) to whom they have provided flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or  
(2) when they have been responsible for the recommendation for the skill test, in accordance with FCL.030(b);
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

### FCL.1010 Prerequisites for examiners

Applicants for an examiner certificate shall demonstrate:

- (a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- (b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with this Part, for non-compliance with the Basic Regulation and its Implementing Rules during the last 3 years.

### FCL.1015 Examiner standardisation

- (a) Applicants for an examiner certificate shall undertake a standardisation course provided by the competent authority or by an ATO and approved by the competent authority.
- (b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:
- (1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct skill tests, and proficiency checks and assessments of competence;
  - (2) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
  - (3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

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- (4) a briefing on the need to review and apply the items in (3) when conducting skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate; and
  - (5) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed;
- (c) Holders of an examiners certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicant's competent authority.

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### FCL.1020 Examiners assessment of competence

Applicants for an examiner certificate shall demonstrate their competence to an inspector from the competent authority or a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate through the conduct of a skill test, proficiency check or assessment of competence in



the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

### **FCL.1025 Validity, revalidation and renewal of examiner certificates**

- (a) Validity. An examiner certificate shall be valid for 3 years.
- (b) Revalidation. An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:
  - (1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;
  - (2) attended an examiner refresher seminar provided by the competent authority or by an ATO and approved by the competent authority, during the last year of the validity period; and-
  - (3) when ~~one~~ of the skill tests, or proficiency checks or assessments of competence completed during the last year of the validity period in accordance with (1) ~~shall have been~~ assessed by an inspector from the competent authority or by a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate or comply with the requirements of FCL.1020.
  - (4) When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements in (b)(1) and (2) and FCL.1020 for one of the categories of examiner certificate held, in agreement with the competent authority.
- (c) Renewal. If the certificate has expired, applicants shall comply with the requirements of (b)(2) and FCL.1020 before they can resume the exercise of the privileges.
- (d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in FCL.1010 and FCL.1030.

### **FCL.1030 Conduct of skill tests, proficiency checks and assessments of competence**

- (a) When conducting skill tests, proficiency checks and assessments of competence, examiners shall:
  - (1) ensure that communication with the applicant can be established without language barriers;
  - (2) verify that the applicant complies with all the qualification, training and experience requirements in this Part for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken;
  - (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- (b) After completion of the skill test or proficiency check, the examiner shall:
  - (1) inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant's right of appeal;
  - (2) in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, endorse the applicant's licence or certificate with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the competent authority responsible for the applicant's licence;



- (3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the competent authority responsible for the applicant's licence, and to the competent authority that issued the examiner certificate. The report shall include:
- (i) a declaration that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in this Part;
  - (ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;
  - (iii) the result of the test, check or assessment of competence;

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- (iv) a declaration that the examiner has reviewed and applied the national procedures and requirements of the applicant's competent authority if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate;
- (v) a copy of the examiner certificate containing the scope of his/her privileges as examiner in the case of skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate.

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- (c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.
- (d) Upon request by the competent authority responsible for the examiner certificate, or the competent authority responsible for the applicant's licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.

## SECTION 2 SPECIFIC REQUIREMENTS FOR THE FLIGHT EXAMINERS — FE

### FCL.1005.FE FE — Privileges and conditions

- (a) FE(A). The privileges of an FE for aeroplanes are to conduct:
  - (1) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 1000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
  - (2) skill tests for the issue of the CPL(A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 2000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
  - (3) skill tests and proficiency checks for the LAPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 100 hours of flight instruction;
  - (4) skill tests for the issue of a mountain rating, provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating.



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- (5) proficiency checks for the revalidation and renewal of EIRs, provided that the FE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

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- (b) FE(H). The privileges of an FE for helicopters are to conduct:
  - (1) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a PPL(H), provided that the examiner has completed 1000 hours of flight time as a pilot on helicopters, including at least 250 hours of flight instruction;
  - (2) skill tests for the issue of the CPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2000 hours of flight time as pilot on helicopters, including at least 250 hours of flight instruction;
  - (3) skill tests and proficiency checks for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a CPL(H) or ATPL(H) and, when applicable, an IR(H);
  - (4) skill tests and proficiency checks for the LAPL(H), provided that the examiner has completed at least 500 hours of flight time as a pilot on helicopters, including at least 150 hours of flight instruction.
- (c) FE(As). The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot on airships, including 100 hours of flight instruction.
- (d) FE(S). The privileges of an FE for sailplanes are to conduct:
  - (1) skill tests and proficiency checks for the SPL and the LAPL(S), provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;
  - (2) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 90 hours of flight instruction;

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- (3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG;
- (4) skill tests and proficiency checks for the cloud flying rating, provided that the examiner has completed at least 200 hours of flight time as pilot on sailplanes or powered sailplanes, including at least 5 hours or 25 flights of flight instruction for the cloud flying rating or at least 10 hours of flight instruction for the EIR or IR(A).

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- (e) FE(B). The privileges of an FE for balloons are to conduct:
  - (1) skill tests for the issue of the BPL and the LAPL(B) and skill tests and proficiency checks for the extension of the privileges to another balloon class or group, provided that the examiner has completed 250 hours of flight time as a pilot on balloons, including 50 hours of flight instruction;



- (2) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on balloons, of which 50 hours in the same group of balloons for which the extension is sought. The 300 hours of flight time shall include 50 hours of flight instruction.

#### **FCL.1010.FE FE — Prerequisites**

An applicant for an FE certificate shall hold an FI certificate in the appropriate aircraft category.

### **SECTION 3**

#### **SPECIFIC REQUIREMENTS FOR THE TYPE RATING EXAMINERS — TRE**

#### **FCL.1005.TRE TRE — Privileges and conditions**

- (a) TRE(A) and TRE(PL). The privileges of a TRE for aeroplanes or powered-lift aircraft are to conduct:
  - (1) skill tests for the initial issue of type ratings for aeroplanes or powered-lift aircraft, as applicable;

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  - (2) proficiency checks for revalidation or renewal of type ratings, EIRs and IRs;

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  - (3) skill tests for ATPL(A) issue;
  - (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;
  - (5) assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificate in the applicable aircraft category, provided that the examiner has completed at least 3 years as a TRE(A) and has undergone specific training for the assessment of competence in accordance with FCL.1015(b).
- (b) TRE(H). The privileges of a TRE(H) are to conduct:
  - (1) skill tests and proficiency checks for the issue, revalidation or renewal of helicopter type ratings;
  - (2) proficiency checks for the revalidation or renewal of IRs, or for the extension of the IR(H) from single-engine helicopters to multi-engine helicopters, provided the TRE(H) holds a valid IR(H);
  - (3) skill tests for ATPL(H) issue;
  - (4) assessments of competence for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificate, provided that the examiner has completed at least 3 years as a TRE.

#### **FCL.1010.TRE TRE — Prerequisites**

- (a) TRE(A) and TRE(PL). Applicants for a TRE certificate for aeroplanes and powered-lift aircraft shall:
  - (1) in the case of multi-pilot aeroplanes or powered-lift aircraft, have completed 1500 hours of flight time as a pilot of multi-pilot aeroplanes or powered-lift aircraft, as applicable, of which at least 500 hours shall be as PIC;
  - (2) in the case of single-pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as PIC;
  - (3) hold a CPL or ATPL and a TRI certificate for the applicable type;



- (4) for the initial issue of a TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.
- (b) TRE(H). Applicants for a TRE (H) certificate for helicopters shall:
- (1) hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type;
  - (2) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type;
  - (3) in the case of multi-pilot helicopters, hold a CPL(H) or ATPL(H) and have completed 1500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC;
  - (4) in the case of single-pilot multi-engine helicopters:
    - (i) have completed 1000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC;
    - (ii) hold a CPL(H) or ATPL(H) and, when applicable, a valid IR(H);
  - (5) in the case of single-pilot single-engine helicopters:
    - (i) have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as PIC;

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- (ii) hold a CPL(H) or ATPL(H).

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- (6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.
- (7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1500 hours of flight experience on multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.

## SECTION 4

### SPECIFIC REQUIREMENTS FOR THE CLASS RATING EXAMINER — CRE

#### FCL.1005.CRE CRE — Privileges

The privileges of a CRE are to conduct, for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes:

- (a) skill tests for the issue of class and type ratings;
- (b) proficiency checks for:
  - (1) revalidation or renewal of class and type ratings;
  - (2) revalidation and renewal of IRs, provided that the CRE complies with the requirements in FCL.1010.IRE(a);

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- (3) revalidation and renewal of EIRs, provided that the CRE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).



▼ B**FCL.1010.CRE CRE — Prerequisites**

Applicants for a CRE certificate shall:

- (a) hold a CPL(A), MPL(A) or ATPL(A) with single-pilot privileges or have held it and hold a PPL(A);
- (b) hold a CRI certificate or an FI certificate with the privilege to provide class or type rating instruction for the applicable class or type;
- (c) have completed 500 hours of flight time as a pilot on aeroplanes.

## SECTION 5 SPECIFIC REQUIREMENTS FOR THE INSTRUMENT RATING EXAMINER — IRE

**FCL.1005.IRE IRE — Privileges**

The privileges of the holder of an IRE certificate are to conduct skill tests for the issue, and proficiency checks for the revalidation or renewal of EIRs or IRs.

**FCL.1010.IRE IRE — Prerequisites**

- (a) IRE(A). Applicants for an IRE certificate for aeroplanes shall hold an IRI(A) or an FI(A) certificate with the privilege to instruct for the IR(A) and have completed:
  - (1) 2000 hours of flight time as a pilot of aeroplanes; and
  - (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.
- (b) IRE(H). Applicants for an IRE certificate for helicopters shall hold an IRI(H) or an FI(H) certificate with the privilege to instruct for the IR(H) and have completed:
  - (1) 2000 hours of flight time as a pilot on helicopters; and
  - (2) 300 hours of instrument flight time on helicopters, of which 200 hours shall be as an instructor.
- (c) IRE(As). Applicants for an IRE certificate for airships shall hold an IRI(As) or an FI(As) certificate with the privilege to instruct for the IR(As) and have completed:
  - (1) 500 hours of flight time as a pilot on airships; and
  - (2) 100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.

## SECTION 6 SPECIFIC REQUIREMENTS FOR THE SYNTHETIC FLIGHT EXAMINER — SFE

**FCL.1005.SFE SFE — Privileges and conditions**

- (a) SFE(A) and SFE(PL). The privileges of an SFE ~~on~~ for aeroplanes or powered-lift aircraft are to conduct in an FFS or for the requirements in (5) on the applicable FSTD:
  - (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi-pilot aeroplanes or powered-lift aircraft, as applicable;
  - (2) proficiency checks for revalidation or renewal of IRs when combined with the revalidation or renewal of a type rating, provided that the SFE complies with the requirements in FCL.1010.IRE



- for the applicable aircraft category has passed a proficiency check for the aircraft type including the instrument rating within the last 12 months;
- (3) skill tests for ATPL(A) issue;
  - (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;
  - (5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE(A).
- (b) SFE(H). The privileges of an SFE for helicopters are to conduct in an FFS or for the requirements in (4) on the applicable FSTD:
- (1) skill tests and proficiency checks for the issue, revalidation and renewal of type ratings; and
  - (2) proficiency checks for the revalidation and renewal of IRs, provided that the SFE complies with the requirements in FCL.1010.IRE(b);
  - (3) skill tests for ATPL(H) issue;
  - (4) ~~skill tests and proficiency checks~~ assessments of competence for the issue, revalidation or renewal of an SFI(H) certificate, provided that the examiner has completed at least 3 years as an SFE(H).

#### FCL.1010.SFE SFE — Prerequisites

- (a) SFE(A). Applicants for an SFE certificate for aeroplanes shall:
- (1) in the case of multi-pilot aeroplanes:
    - (i) hold or have held an ATPL(A), and a class or type rating for the applicable type of aeroplane; and
    - (ii) hold an SFI(A) certificate for the applicable type of aeroplane; and
    - (iii) have at least 1500 hours of flight time as a pilot on multi-pilot aeroplanes;
  - (2) in the case of single-pilot high performance complex aeroplanes:
    - (i) hold or have held a CPL(A) or ATPL(A) and a type rating for the applicable class or type of aeroplane;
    - (ii) hold an SFI(A) certificate for the applicable class or type of aeroplane; and
    - (iii) have at least 500 hrs of flight time as a pilot on single-pilot aeroplanes;
  - (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.
- (b) SFE(H). Applicants for an SFE certificate for helicopters shall:
- (1) hold or have held an ATPL(H), and a type rating for the applicable type of helicopter; and
  - (2) hold an SFI(H) certificate for the applicable type of helicopter;
  - (3) have at least 1000 hours of flight time as a pilot on multi-pilot helicopters; and
  - (4) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(H) on the applicable type.



## SECTION 7

### SPECIFIC REQUIREMENTS FOR THE FLIGHT INSTRUCTOR EXAMINER — FIE

#### FCL.1005.FIE FIE — Privileges and conditions

- (a) FIE(A). The privileges of an FIE on aeroplanes are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(A), CRI(A), IRI(A), STI(A) and TRI(A) on single-pilot aeroplanes, ~~provided that the relevant instructor certificate is held.~~
- (b) FIE(H). The privileges of an FIE on helicopters are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(H), IRI(H), STI(H) and TRI(H) on single-pilot helicopters, ~~provided that the relevant instructor certificate is held.~~
- (c) FIE(As), (S), (B). The privileges of an FIE on sailplanes, powered sailplanes, balloons and airships are to conduct assessments of competence for the issue, revalidation or renewal of instructor certificates on the applicable aircraft category, ~~provided that the relevant instructor certificate is held.~~

#### FCL.1010.FIE FIE — Prerequisites

- (a) FIE(A). Applicants for an FIE certificate for aeroplanes shall:  
in case of applicants wishing to conduct assessments of competence:
  - (1) hold the relevant instructor certificate, as applicable;
  - (2) have completed 2000 hours of flight time as a pilot on aeroplanes or TMGs; and
  - (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.
- (b) FIE(H). Applicants for an FIE certificate for helicopters shall:
  - (1) hold the relevant instructor certificate, as applicable;
  - (2) have completed 2000 hours of flight time as pilot on helicopters;
  - (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.
- (c) FIE(As). Applicants for an FIE certificate for airships shall:
  - (1) have completed 500 hours of flight time as a pilot on airships;
  - (2) have at least 20 hours of flight time instructing applicants for an FI(AS) certificate;
  - (3) hold the relevant instructor certificate.
- (d) FIE(S). Applicants for an FIE certificate for sailplanes shall:
  - (1) hold the relevant instructor certificate;
  - (2) have completed 500 hours of flight time as a pilot on sailplanes or powered sailplanes;
  - (3) have completed:
    - (i) for applicants wishing to conduct assessments of competence on TMGs, 10 hours or 30 take-offs instructing applicants for an instructor certificate in TMGs;
    - (ii) in all other cases, 10 hours or 30 launches instructing applicants for an instructor certificate.
- (e) FIE(B). Applicants for an FIE certificate for balloons shall:
  - (1) hold the relevant instructor certificate;
  - (2) have completed 350 hours of flight time as a pilot on balloons;
  - (3) have completed 10 hours instructing applicants for an instructor certificate.



**SECTION 8**  
**SPECIFIC REQUIREMENTS FOR THE SENIOR EXAMINER — SE****FCL.1035.SE SE privileges and conditions**

- (a) Senior examiners specifically authorised by the competent authority to observe skill tests or proficiency checks for the revalidation of examiner certificates shall:
- (1) prove an examiner experience level in accordance with the procedures established by the competent authority;
  - (2) have conducted a number of skill tests or proficiency checks as a Part-FCL examiner;
  - (3) have successfully completed a senior examiner course at the competent authority; and
  - (4) demonstrate their competence to the competent authority through an assessment of competence.
- (b) The validity of the authorisation shall not exceed the validity of the examiner's certificate, and in any case shall not exceed 3 years. The authorisation may be revalidated in accordance with the procedures established by the competent authority.



## APPENDIX 1

### CREDITING OF THEORETICAL KNOWLEDGE

#### **A—CREDITING OF THEORETICAL KNOWLEDGE FOR THE ISSUE OF A PILOT LICENCE IN THE SAME OR ANOTHER CATEGORY OF AIRCRAFT — BRIDGE INSTRUCTION AND EXAMINATION REQUIREMENTS**

1. LAPL, PPL, BPL and SPL
  - 1.1. For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in FCL.120(a).
  - 1.2. Without prejudice to the paragraph above, for the issue of an LAPL, PPL, BPL or SPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and pass theoretical knowledge examinations to the appropriate level in the following subjects:
    - Principles of Flight,
    - Operational Procedures,
    - Flight Performance and Planning,
    - Aircraft General Knowledge,
    - Navigation.
  - 1.3. For the issue of a PPL, BPL or SPL, the holder of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.
2. CPL
  - 2.1. An applicant for a CPL holding a CPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an ATO on an approved course according to the differences identified between the CPL syllabi for different aircraft categories.
  - 2.2. The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category:
    - 021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,
    - 022 — Aircraft General Knowledge: Instrumentation,
    - 032/034 — Performance Aeroplanes or Helicopters, as applicable,
    - 070 — Operational Procedures, and
    - 080 — Principles of Flight.
  - 2.3. An applicant for a CPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects:
    - Human Performance,
    - Meteorology.
3. ATPL
  - 3.1. An applicant for an ATPL holding an ATPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an ATO on an approved course according to the differences identified between the ATPL syllabi for different aircraft categories.

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- 3.2. The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category:



- 021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,
- 022 — Aircraft General Knowledge: Instrumentation,
- 032/034 — Performance Aeroplanes or Helicopters, as applicable,
- 070 — Operational Procedures, and
- 080 — Principles of Flight

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- 3.3. An applicant for an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.
- 3.4. An applicant for an ATPL(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
  - Air Law,
  - Principles of Flight (Helicopter),
  - VFR Communications.
- 3.5. An applicant for an ATPL(A) having passed the relevant theoretical examination for an IR(A) is credited towards the theoretical knowledge requirements in subject IFR Communications.
- 3.6. An applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
  - Principles of Flight (Helicopter),
  - VFR Communications.

## 4. IR

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- 4.1. An applicant for an IR or an EIR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:
  - Human Performance,
  - Meteorology.

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- 4.2. An applicant for an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR is required to pass the following examination subjects:
  - Air Law,
  - Flight Planning and Flight Monitoring,
  - Radio Navigation,
  - IFR Communications.



## APPENDIX 2

### LANGUAGE PROFICIENCY RATING SCALE — EXPERT, EXTENDED AND OPERATIONAL LEVEL

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
<b>Expert (Level 6)</b>	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point.  Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
<b>Extended (Level 5)</b>	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events.  Is able to comprehend a range of speech	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.



LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
		meaning.	idiomatic.		varieties (dialect and/or accent) or registers.	
<b>Operational (Level 4)</b>	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics.  Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo.  There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users.  When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative.  Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

Note: The initial text of Appendix 2 has been transferred to AMC, see also the Explanatory Note.



## APPENDIX 3

### TRAINING COURSES FOR THE ISSUE OF A CPL AND AN ATPL

1. This appendix describes the requirements for the different types of training courses for the issue of a CPL and an ATPL, with and without an IR.
2. An applicant wishing to transfer to another ATO during a training course shall apply to the competent authority for a formal assessment of the further hours of training required.

#### A. ATP integrated course - Aeroplanes

##### GENERAL

1. The aim of the ATP(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.
2. An applicant wishing to undertake an ATP(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
  - (b) visual and instrument flying training; and
  - (c) training in MCC for the operation of multi-pilot aeroplanes.
5. An applicant failing or unable to complete the entire ATP(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

##### THEORETICAL KNOWLEDGE

6. An ATP(A) theoretical knowledge course shall comprise at least 750 hours of instruction.
7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

##### THEORETICAL KNOWLEDGE EXAMINATION

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(A).

##### FLYING TRAINING

9. The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:
  - (a) 95 hours of dual instruction, of which up to 55 hours may be instrument ground time;



- (b) 70 hours as PIC, including VFR flight and instrument flight time as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
- (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
- (e) 115 hours of instrument time comprising, at least:
  - (1) 20 hours as SPIC;
  - (2) 15 hours MCC, for which an FFS or FNPT II may be used;
  - (3) 50 hours of instrument flight instruction, of which up to:
    - (i) 25 hours may be instrument ground time in a FNPT I, or
    - (ii) 40 hours may be instrument ground time in a FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.

- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

#### SKILL TEST

10. Upon completion of the related flying training, the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane and the IR skill test on a multi-engine aeroplane.

#### B. ATP modular course – Aeroplanes

1. Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall:
  - (a) hold at least a PPL(A) issued in accordance with Annex 1 to the Chicago Convention; andcomplete at least the following hours of theoretical knowledge instruction:
  - (1) for applicants holding a PPL(A): 650 hours;
  - (2) for applicants holding a CPL(A): 400 hours;
  - (3) for applicants holding an IR(A): 500 hours;
  - (4) for applicants holding a CPL(A) and an IR(A): 250 hours.

The theoretical knowledge instruction shall be completed before the skill test for the ATPL(A) is taken.



## C. CPL/IR integrated course - Aeroplanes

### GENERAL

1. The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.
2. An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and
  - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL/IR(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

### THEORETICAL KNOWLEDGE

6. A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

### THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and an IR.

### FLYING TRAINING

8. The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:
  - (a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
  - (b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
  - (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
  - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
  - (e) 100 hours of instrument time comprising, at least:
    - (1) 20 hours as SPIC; and
    - (2) 50 hours of instrument flight instruction, of which up to:



- (i) 25 hours may be instrument ground time in an FNPT I, or
- (ii) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.

- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

#### SKILL TESTS

10. Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.

#### D. CPL integrated course - Aeroplanes

##### GENERAL

1. The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A).
2. An applicant wishing to undertake a CPL(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(A) knowledge level; and
  - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

##### THEORETICAL KNOWLEDGE

6. A CPL(A) theoretical knowledge course shall comprise at least 350 hours of instruction.

##### THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

##### FLYING TRAINING

8. The flying training, not including type rating training, shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the total of 150 hours, applicants shall complete at least:
  - (a) 80 hours of dual instruction, of which up to 5 hours may be instrument ground time;
  - (b) 70 hours as PIC;



- (c) 20 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings;
- (e) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, FTD 2, FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons that has a variable pitch propeller and retractable landing gear.

#### SKILL TEST

9. Upon completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane.

#### E. CPL modular course - Aeroplanes

##### GENERAL

1. The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).
2. Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with Annex 1 to the Chicago Convention.
3. Before commencing the flight training the applicant shall:
  - (a) have completed 150 hours flight time;

Except for the requirement of 50 hours as PIC in aeroplanes, hours as PIC in other categories of aircraft may count towards the 150 hours aeroplane flight time in the following cases:

    - (1) 20 hours in helicopters, if the applicant holds a PPL(H); or
    - (2) 50 hours in helicopters, if the applicant holds a CPL(H); or
    - (3) 10 hours in TMGs or sailplanes; or
    - (4) 20 hours in airships, if the applicant holds a PPL(As); or
    - (5) 50 hours in airships, if the applicant holds a CPL(As).
  - (b) have complied with the prerequisites for the issue of a class or type rating for multi-engine aeroplanes in accordance with Subpart H, if a multi-engine aeroplane is to be used on the skill test.
4. An applicant wishing to undertake a modular CPL(A) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only.
5. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(A) knowledge level; and



- (b) visual and instrument flying training.

#### THEORETICAL KNOWLEDGE

6. An approved CPL(A) theoretical knowledge course shall comprise at least 250 hours of instruction.

#### THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

#### FLYING TRAINING

8. Applicants without an IR shall be given at least 25 hours dual flight instruction, including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a BITD, an FNPT I or II, an FTD 2 or an FFS.
9. Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) shall be credited up to 5 hours of the dual instrument instruction time, in which case at least 5 hours dual instrument instruction time shall be given in an aeroplane. An applicant holding a Course Completion Certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time.
10. (a) Applicants with a valid IR shall be given at least 15 hours dual visual flight instruction.  
(b) Applicants without a night rating aeroplane shall be given additionally at least 5 hours night flight instruction, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.
11. At least 5 hours of the flight instruction shall be carried out in an aeroplane certificated for the carriage of at least 4 persons and have a variable pitch propeller and retractable landing gear.

#### EXPERIENCE

12. The applicant for a CPL(A) shall have completed at least 200 hours flight time, including at least:
- (a) 100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (b) 5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
- (c) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited; ▼ M3
- (d) 6 hours of flight time shall be completed in a multi-engine aeroplane, if the CPL skill test is to be conducted in a multi-engine aeroplane is used for the skill test.



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- (e) Hours as PIC of other categories of aircraft may count towards the 200 hours flight time, in the following cases:
- (1) 30 hours in helicopter, if the applicant holds a PPL(H); or
  - (2) 100 hours in helicopters, if the applicant holds a CPL(H); or
  - (3) 30 hours in TMGs or sailplanes; or
  - (4) 30 hours in airships, if the applicant holds a PPL(As); or
  - (5) 60 hours in airships, if the applicant holds a CPL(As).

## SKILL TEST

13. Upon completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane.

**F. ATP/IR integrated course — Helicopters**

## GENERAL

1. The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters in commercial air transport and to obtain the CPL(H)/IR.
2. An applicant wishing to undertake an ATP(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
  - (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to the ATPL(H) and IR knowledge level;
  - (b) visual and instrument flying training; and
  - (c) training in MCC for the operation of multi-pilot helicopters.
5. An applicant failing or unable to complete the entire ATP(H) /IR course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

## Theoretical knowledge

6. An ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.
7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.

## Theoretical knowledge examination

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and an IR.



## Flying training

9. The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:

- (a) 140 hours of dual instruction, of which:
  - (1) 75 hours visual instruction may include:
    - (i) 30 hours in a helicopter FFS, level C/D, or
    - (ii) 25 hours in a FTD 2,3, or
    - (iii) 20 hours in a helicopter FNPT II/III, or
    - (iv) 20 hours in an aeroplane or TMG;
  - (2) 50 hours instrument instruction may include:
    - (i) up to 20 hours in a helicopter FFS or FTD 2,3 or FNPT II/III, or
    - (ii) 10 hours in at least a helicopter FNPT 1 or an aeroplane;
  - (3) 15 hours MCC, for which a helicopter FFS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.

- (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made.
- (c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (e) 50 hours of dual instrument time comprising:
  - (1) 10 hours basic instrument instruction time, and
  - (2) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

## Skill tests

10. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on a multi-engine helicopter and the IR skill test on an IFR certificated multi-engine helicopter and shall comply with the requirements for MCC training.

**G. ATP integrated course — Helicopters**

## GENERAL

1. The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters limited to VFR privileges in commercial air transport and to obtain the CPL(H).



2. An applicant wishing to undertake an ATP(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
  - (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to the ATPL(H) knowledge level;
  - (b) visual and basic instrument flying training; and
  - (c) training in MCC for the operation of multi-pilot helicopters.
5. An applicant failing or unable to complete the entire ATP(H) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

#### Theoretical knowledge

6. An ATP(H) theoretical knowledge course shall comprise at least 650 hours of instruction.
7. The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.

#### Theoretical knowledge examination

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL (H).

#### Flying training

9. The flying training shall comprise a total of at least 150 hours, to include all progress tests. Within the total of 150 hours, applicants shall complete at least:
  - (a) 95 hours of dual instruction, of which:
    - (1) 75 hours visual instruction may include:
      - (i) 30 hours in a helicopter FFS level C/D, or
      - (ii) 25 hours in a helicopter FTD 2,3, or
      - (iii) 20 hours in a helicopter FNPT II/III, or
      - (iv) 20 hours in an aeroplane or TMG;
    - (2) 10 hours basic instrument instruction may include 5 hours in at least a helicopter FNPT I or an aeroplane;
    - (3) 10 hours MCC, for which a helicopter: helicopter FFS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.
  - (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;



- (c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

### Skill tests

10. Upon completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter and comply with MCC requirements.

### H. ATP modular course — Helicopters

1. Applicants for an ATPL(H) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:
  - (a) for applicants holding a PPL(H) issued in accordance with Annex 1 to the Chicago Convention: 550 hours;
  - (b) for applicants holding a CPL(H): 300 hours.
2. Applicants for an ATPL(H)/IR who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction:
  - (a) for applicants holding a PPL(H): 650 hours;
  - (b) for applicants holding a CPL(H): 400 hours;
  - (c) for applicants holding an IR(H): 500 hours;
  - (d) for applicants holding a CPL(H) and an IR(H): 250 hours.

### I. CPL/IR integrated course — Helicopters

#### GENERAL

1. The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single-pilot multi-engine helicopters and to obtain the CPL(H)/IR multi-engine helicopter.
2. An applicant wishing to undertake a CPL(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50% of the relevant experience shall be credited, up to a maximum of:
  - (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and



(b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL(H)/IR course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

#### Theoretical knowledge

6. A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

#### THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and an IR.

#### Flying training

8. The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:

(a) 125 hours of dual instruction, of which:

(1) 75 hours visual instruction, which may include:

- (i) 30 hours in a helicopter FFS level C/D, or
- (ii) 25 hours in a helicopter FTD 2,3, or
- (iii) 20 hours in a helicopter FNPT II/III, or
- (iv) 20 hours in an aeroplane or TMG;

(2) 50 hours instrument instruction which may include:

- (i) up to 20 hours in a helicopter FFS or FTD 2,3, or FNPT II,III, or
- (ii) 10 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

- (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (f) 50 hours of dual instrument time comprising:
  - (1) 10 hours basic instrument instruction time; and
  - (2) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

#### Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter.



**J. CPL integrated course — Helicopters**

## GENERAL

1. The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).
2. An applicant wishing to undertake a CPL(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50% of the relevant experience shall be credited, up to a maximum of:
  - (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(H) knowledge level; and
  - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL(H) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

## Theoretical knowledge

6. An approved CPL(H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.

## THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

## Flying training

8. The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 135 hours total, applicants shall complete at least:
  - (a) 85 hours of dual instruction, of which:
    - (i) up to 75 hours may be visual instruction, and may include:
      - (1) 30 hours in a helicopter FFS level C/D, or
      - (2) 25 hours in a helicopter FTD 2,3, or
      - (3) 20 hours in a helicopter FNPT II/III, or
      - (4) 20 hours in an aeroplane or TMG.
    - (ii) up to 10 hours may be instrument instruction, and may include 5 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.



- (b) 50 hours as PIC, of which 35 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.

#### Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test.

### K. CPL modular course — Helicopters

#### GENERAL

1. The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H).
2. Before commencing a CPL(H) modular course an applicant shall be the holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention.
3. Before commencing the flight training the applicant shall:

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- (a) have completed 155 hours flight time, including 50 hours as PIC in helicopters of which 10 hours shall be cross-country. ~~Hours as PIC of other categories of aircraft may count towards the 155 hours flight time as prescribed in paragraph 11 of Section K;~~

Except for the requirement of 50 hours as PIC in helicopters, hours as PIC in other categories of aircraft may count towards the 155 hours helicopter flight time in the following cases:

- (1) 20 hours in aeroplanes, if the applicant holds a PPL(A); or
- (2) 50 hours in aeroplanes, if the applicant holds a CPL(A); or
- (3) 10 hours in TMGs or sailplanes; or
- (4) 20 hours in airships, if the applicant holds a PPL(As); or
- (5) 50 hours in airships, if the applicant holds a CPL(As).

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- (b) have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.
4. An applicant wishing to undertake a modular CPL(H) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
  5. The course shall comprise:



- (a) theoretical knowledge instruction to CPL(H) knowledge level; and
- (b) visual and instrument flying training.

#### Theoretical knowledge

6. An approved CPL(H) theoretical knowledge course shall comprise at least 250 hours of instruction.

#### THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

#### FLYING TRAINING

8. Applicants without an IR shall be given at least 30 hours dual flight instruction, of which:
  - (a) 20 hours visual instruction, which may include 5 hours in a helicopter FFS or FTD 2,3 or FNPT II,III; and
  - (b) 10 hours instrument instruction, which may include 5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane.
9. Applicants holding a valid IR(H) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(A) shall complete at least 5 hours of the dual instrument instruction time in a helicopter.
10. Applicants without a night rating helicopter shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

#### Experience

11. The applicant for a CPL(H) shall have completed at least 185 hours flight time, including 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

#### Skill test

12. Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test.



**L. CPL/IR integrated course — Airships**

## GENERAL

1. The aim of the CPL(As)/IR integrated course is to train pilots to the level of proficiency necessary to operate airships and to obtain the CPL(As)/IR.
2. An applicant wishing to undertake a CPL(As)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
  - (a) 10 hours, of which up to 5 hours may be dual instruction; or
  - (b) 15 hours, of which up to 7 hours may be dual instruction, if an airship night rating has been obtained.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(As) and IR knowledge level, and the initial airship type rating; and
  - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL/IR(As) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

## Theoretical knowledge

6. A CPL(As)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

## THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As) and an IR.

## Flying training

8. The flying training shall comprise a total of at least 80 hours including all progress tests. Within the 80 hours, applicants shall complete at least:
  - (a) 60 hours of dual instruction, of which:
    - (i) 30 hours visual instruction, which may include:
      - (1) 12 hours in an airship FFS, or
      - (2) 10 hours in an airship FTD, or
      - (3) 8 hours in an airship FNPT II/III, or
      - (4) 8 hours in an aeroplane, helicopter or TMG;
    - (ii) 30 hours instrument instruction which may include:
      - (1) up to 12 hours in an airship FFS or FTD or FNPT II,III, or
      - (2) 6 hours in at least a airship FTD 1 or FNPT I or aeroplane.

If the airship used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to 8 hours.



- (b) 20 hours as PIC, of which 5 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
- (d) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
- (e) 30 hours of dual instrument time comprising:
  - (i) 10 hours basic instrument instruction time; and
  - (ii) 20 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated airship.

#### Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the IR skill test on an IFR-certificated multi-engine airship.

### M. CPL integrated course — Airships

#### GENERAL

1. The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(AS).
2. An applicant wishing to undertake a CPL(As) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
  - (a) 10 hours, of which up to 5 hours may be dual instruction; or
  - (b) 15 hours, of which up to 7 hours may be dual instruction if a airship night rating has been obtained.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(As) knowledge level; and
  - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL(As) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

#### Theoretical knowledge

6. An approved CPL(As) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is a PPL holder.

#### THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).



## Flying training

8. The flying training shall comprise a total of at least 50 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 50 hours total, applicants shall complete at least:
- (a) 30 hours of dual instruction, of which up to 5 hours may be instrument ground time;
  - (b) 20 hours as PIC;
  - (c) 5 hours dual cross-country flying;
  - (d) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
  - (e) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
  - (f) 10 hours of instrument dual instruction time, including at least 5 hours in an airship.

## Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test.

**N. CPL modular course — Airships**

## GENERAL

1. The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary for the issue of a CPL(As).
2. Before commencing a CPL(As) modular course an applicant shall:
  - (a) hold a PPL(As) issued in accordance with Annex 1 to the Chicago Convention;
  - (b) have completed ~~200~~ 180 hours flight time as a pilot on airships, including 100 hours as PIC, of which 50 hours shall be cross-country.
3. An applicant wishing to undertake a modular CPL(As) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(As) knowledge level; and
  - (b) visual and instrument flying training.

## Theoretical knowledge

5. An approved CPL(As) theoretical knowledge course shall comprise at least 250 hours of instruction.

## THEORETICAL KNOWLEDGE EXAMINATION

6. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

## FLYING TRAINING

7. Applicants without an IR shall be given at least 20 hours dual flight instruction, of which:



- 10 hours visual instruction, which may include 5 hours in an airship FFS or FTD 2,3 or FNPT II,III; and
- 10 hours instrument instruction, which may include 5 hours in at least an airship FTD 1 or FNPT I or aeroplane.
8. Applicants holding a valid IR(As) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR in another category of aircraft shall complete at least 5 hours of the dual instrument instruction time in an airship.
9. Applicants without a night rating airship shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

#### EXPERIENCE

10. The applicant for a CPL(As) shall have completed at least ~~250~~200 hours flight time in airships, including 125 hours as PIC, of which 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM), in the course of which a full stop landing at destination aerodrome.
- Hours as PIC of other categories of aircraft may count towards the ~~185~~180 hours flight time, required in (2)(b), in the following cases;
- (a) 30 hours in aeroplanes or helicopters, if the applicant holds a PPL(A) or PPL(H) respectively; or
  - (b) 60 hours in aeroplanes or helicopters, if the applicant holds a CPL(A) or CPL(H) respectively; or
  - (c) 10 hours in TMGs or sailplanes; or
  - (d) 10 hours in balloons.

#### Skill test

11. Upon completion of the related flying training and relevant experience, the applicant shall take the cpl(as) skill test.



## APPENDIX 4

### SKILL TEST FOR THE ISSUE OF A CPL

#### A. General

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
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 in 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 any failed skill test. There is no limit to the number of skill tests that may be attempted.

#### CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member ~~is~~ was taking the test present. ~~Responsibility for the flight shall be allocated in accordance with national regulations.~~
7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the 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.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

#### B. Content of the skill test for the issue of a CPL — Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for 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 90 minutes.



3. 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; and
  - maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

#### FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

##### Height

normal flight  $\pm 100$  feet  
 with simulated engine failure  $\pm 150$  feet  
 Tracking on radio aids  $\pm 5^\circ$

##### Heading

normal flight  $\pm 10^\circ$   
 with simulated engine failure  $\pm 15^\circ$

##### Speed

take-off and approach  $\pm 5$  knots  
 all other flight regimes  $\pm 10$  knots

#### CONTENT OF THE TEST

5. Items in section 2 (c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE	
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS
b	Aeroplane inspection and servicing
c	Taxiing and take-off
d	Performance considerations and trim



e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (lookout)
g	ATC liaison – compliance, R/T procedures
<b>SECTION 2 — GENERAL AIRWORK</b>	
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls
c	Turns, including turns in landing configuration. Steep turns 45°
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives
e	Flight by reference solely to instruments, including: <ul style="list-style-type: none"> <li>(i) level flight, cruise configuration, control of heading, altitude and airspeed</li> <li>(ii) climbing and descending turns with 10°–30° bank</li> <li>(iii) recoveries from unusual attitudes</li> <li>(iv) limited panel instruments</li> </ul>
f	ATC liaison – compliance, R/T procedures
<b>SECTION 3 — EN-ROUTE PROCEDURES</b>	
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations
b	Orientation, map reading
c	Altitude, speed, heading control, lookout
d	Altimeter setting. ATC liaison – compliance, R/T procedures
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking



f	Observation of weather conditions, assessment of trends, diversion planning
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
<b>SECTION 4 — APPROACH AND LANDING PROCEDURES</b>	
a	Arrival procedures, altimeter setting, checks, lookout
b	ATC liaison - compliance, R/T procedures
c	Go-around action from low height
d	Normal landing, crosswind landing (if suitable conditions)
e	Short-field landing
f	Approach and landing with idle power (single-engine only)
g	Landing without use of flaps
h	Post-flight actions
<b>SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with sections 1 through 4	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure
c	Forced landing (simulated)
d	ATC liaison - compliance, R/T procedures
e	Oral questions



SECTION 6 — SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS	
This section may be combined with sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
b	Asymmetric approach and go-around
c	Asymmetric approach and full stop landing
d	Engine shutdown and restart
e	ATC liaison – compliance, R/T procedures, Airmanship
f	As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: (i) aeroplane systems including handling of autopilot (ii) operation of pressurisation system (iii) use of de-icing and anti-icing system
g	Oral questions

### C. Content of the skill test for the issue of the CPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
  - (a) operate the helicopter within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

#### Flight test tolerances



4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

## Height

- normal flight  $\pm 100$  feet  
 simulated major emergency  $\pm 150$  feet  
 Tracking on radio aids  $\pm 10^\circ$

## Heading

- normal flight  $\pm 10^\circ$   
 simulated major emergency  $\pm 15^\circ$

## Speed

- take-off and approach multi-engine  $\pm 5$  knots  
 all other flight regimes  $\pm 10$  knots

## Ground drift

- T.O. hover I.G.E.  $\pm 3$  feet  
 landing no sideways or backwards movement

## CONTENT OF THE TEST

5. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES	
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather
b	Pre-flight inspection/action, location of parts and purpose
c	Cockpit inspection, starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance
f	Parking, shutdown and post-flight procedure
SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS	
a	Take-off and landing (lift-off and touchdown)
b	Taxi, hover taxi
c	Stationary hover with head/cross/tail wind



d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground/unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind, downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
<b>SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES</b>	
a	Navigation and orientation at various altitudes/heights, map reading
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Tracking, positioning (NDB and/or VOR), identification of facilities
f	ATC liaison and observance of regulations, etc.
<b>SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS</b>	
a	Level flight, control of heading, altitude/height and speed
b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c	Climbing and descending, including turns at rate 1 onto specified headings



d	Recovery from unusual attitudes
e	Turns with 30° bank, turning up to 90° left and right
<b>SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>	
Note (1): Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test.	
Note (2): The FE shall select 4 items from the following:	
a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: Simulated engine failure at take-off: — rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO. Landing with simulated engine failure: — landing or go-around following engine failure before LDP or DPBL, — following engine failure after LDP or safe forced landing after DPBL.

#### D. Content of the skill test for the issue of a CPL — Airships

1. The airship used for the skill test shall meet the requirements for training airships.
2. The area and route to be flown shall be chosen by the FE. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 60 minutes.
3. The applicant shall demonstrate the ability to:
  - (a) operate the airship within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and



- (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

## Flight test tolerances

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.

## Height

- normal flight  $\pm 100$  feet  
simulated major emergency  $\pm 150$  feet  
Tracking on radio aids  $\pm 10^\circ$

## Heading

- normal flight  $\pm 10^\circ$   
simulated major emergency  $\pm 15^\circ$

## CONTENT OF THE TEST

5. Items in sections 5 and 6 may be performed in an Airship FNPT or an airship FFS. Use of airship checklists, airmanship, control of airship by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE	
a	Pre-flight, including: Flight planning, Documentation, Mass and Balance determination, Weather brief, NOTAMS
b	Airship inspection and servicing
c	Off-mast procedure, ground manoeuvring and take-off
d	Performance considerations and trim
e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (lookout)
g	ATC liaison – compliance, R/T procedures
SECTION 2 — GENERAL AIRWORK	
a	Control of the airship by external visual reference, including straight and level, climb, descent, lookout



b	Flight at pressure height
c	Turns
d	Steep descents and climbs
e	Flight by reference solely to instruments, including: (i) level flight, control of heading, altitude and airspeed (ii) climbing and descending turns (iii) recoveries from unusual attitudes (iv) limited panel instruments
f	ATC liaison – compliance, R/T procedures
<b>SECTION 3 — EN-ROUTE PROCEDURES</b>	
a	Control of airship by external visual reference, Range/Endurance considerations
b	Orientation, map reading
c	Altitude, speed, heading control, lookout
d	Altimeter setting, ATC liaison – compliance, R/T procedures
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking
f	Observation of weather conditions, assessment of trends, diversion planning
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
<b>SECTION 4 — APPROACH AND LANDING PROCEDURES</b>	
a	Arrival procedures, altimeter setting, checks, lookout
b	ATC liaison – compliance, R/T procedures



c	Go-around action from low height
d	Normal landing
e	Short field landing
f	Approach and landing with idle power (single-engine only)
g	Landing without use of flaps
h	Post-flight actions
<b>SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with sections 1 through 4	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions
c	Forced landing (simulated)
d	ATC liaison – compliance, R/T procedures
e	Oral questions
<b>SECTION 6 — RELEVANT CLASS OR TYPE ITEMS</b>	
This section may be combined with sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
b	Approach and go-around with failed engine(s)
c	Approach and full stop landing with failed engine(s)
d	Malfunctions in the envelope pressure system



e	ATC liaison – compliance, R/T procedures, Airmanship
f	As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: (i) airship systems (ii) operation of envelope pressure system
g	Oral questions



## APPENDIX 5

### INTEGRATED MPL TRAINING COURSE

#### GENERAL

1. The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.

#### ▼ M3

2. Approval for an MPL training course shall only be given to an ATO that is part of a commercial air transport operator certificated in accordance with Part-ORO or having a specific arrangement with such an operator. The licence shall be restricted to that specific operator until completion of the airline operator's conversion course.

#### ▼ B

3. An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an ATO. The training shall be competency based and conducted in a multi-crew operational environment.
4. Only ab-initio applicants shall be admitted to the course.
5. The course shall comprise:
  - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
  - (b) visual and instrument flying training;
  - (c) training in MCC for the operation of multi-pilot aeroplanes; and
  - (d) type rating training.
6. An applicant failing or unable to complete the entire MPL course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

#### THEORETICAL KNOWLEDGE

An approved MPL theoretical knowledge course shall comprise at least 750 hours of instruction for the ATPL(A) knowledge level, as well as the hours required for theoretical knowledge instruction for the relevant type rating, in accordance with Subpart H.

#### FLYING TRAINING

8. The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PNF, in actual and simulated flight, and covering the following 4 phases of training:
  - (a) Phase 1 — Core flying skills  
Specific basic single-pilot training in an aeroplane.
  - (b) Phase 2 — Basic  
Introduction of multi-crew operations and instrument flight.
  - (c) Phase 3 — Intermediate  
Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high performance aeroplane in accordance with Part-21.



- (d) Phase 4 — Advanced
- Type rating training within an airline oriented environment.
- Flight experience in actual flight shall include all the experience requirements of Subpart H, upset recovery training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship.
- MCC requirements shall be incorporated into the relevant phases above.
- Training in asymmetric flight shall be given either in an aeroplane or an FFS.
9. Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.
10. The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:
- (a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and
  - (b) the students acquire the necessary competencies in a progressive and satisfactory manner.
11. The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

#### ASSESSMENT LEVEL

12. The applicant for the MPL shall have demonstrated performance in all 9 competency units specified in paragraph 13 below, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or manoeuvre. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

#### COMPETENCY UNITS

13. The applicant shall demonstrate competency in the following 9 competency units:
- (a) apply human performance principles, including principles of threat and error management;
  - (b) perform aeroplane ground operations;
  - (c) perform take-off;
  - (d) perform climb;
  - (e) perform cruise;
  - (f) perform descent;
  - (g) perform approach;
  - (h) perform landing; and
  - (i) perform after landing and aeroplane post-flight operations.

#### SIMULATED FLIGHT

14. Minimum requirements for FSTDs:
- (a) Phase 1— Core flying skills



E-training and part tasking devices approved by the competent authority that have the following characteristics:

- involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad; and
- involve psychomotor activity with appropriate application of force and timing of responses.

(b) Phase 2 — Basic

An FNPT II MCC that represents a generic multi-engine turbine-powered aeroplane.

(c) Phase 3 — Intermediate

An FSTD that represents a multi-engine turbine-powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:

a daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180° horizontal and 40° vertical field of view, and

ATC environment simulation.

(d) Phase 4 — Advanced

An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.



## APPENDIX 6

### MODULAR TRAINING COURSES FOR THE IR

#### A. IR(A) — Modular flying training course

##### GENERAL

1. The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:

- (a) Basic Instrument Flight Module

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.

- (b) Procedural Instrument Flight Module

This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A).

##### ▼ M3

2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

The ATO shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in Subpart H prior to commencing the flight training for the IR(A) course.

##### ▼ B

3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(A) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
5. The course shall comprise:
  - (a) theoretical knowledge instruction to the IR knowledge level;
  - (b) instrument flight instruction.

##### THEORETICAL KNOWLEDGE

6. An approved modular IR(A) course shall comprise at least 150 hours of theoretical knowledge instruction.

##### FLYING TRAINING



7. A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.
8. A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.
9. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- 10.1 The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.

▼ M3

- 10.2 The holder of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced to 10 hours.

▼ B

- 10.3 The total instrument flight instruction in aeroplane shall comply with paragraph 7 or 8, as appropriate.
11. The flying exercises up to the IR(A) skill test shall comprise:
  - (a) Basic Instrument Flight Module: Procedure and manoeuvre for basic instrument flight covering at least:
    - basic instrument flight without external visual cues:
      - horizontal flight,
      - climbing,
      - descent,
      - turns in level flight, climbing, descent;
    - instrument pattern;
    - steep turn;
    - radio navigation;
    - recovery from unusual attitudes;
    - limited panel;
    - recognition and recovery from incipient and full stalls;
  - (b) Procedural Instrument Flight Module:
    - (1) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;



- (2) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
  - transition from visual to instrument flight on take-off,
  - standard instrument departures and arrivals,
  - en-route IFR procedures,
  - holding procedures,
  - instrument approaches to specified minima,
  - missed approach procedures,
  - landings from instrument approaches, including circling;
- (3) in-flight manoeuvres and particular flight characteristics;
- (4) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

▼ M3**Aa. IR(A) — Competency-based modular flying training course**

## GENERAL

1. The aim of the competency-based modular flying training course is to train PPL or CPL holders for the instrument rating, taking into account prior instrument flight instruction and experience. It is designed to provide the level of proficiency needed to operate aeroplanes under IFR and in IMC. The course shall consist of a combination of instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR and flight instruction within an ATO.
2. An applicant for such a competency-based modular IR(A) shall be the holder of a PPL(A) or CPL(A).
3. The course of theoretical instruction shall be completed within 18 months. The instrument flight instruction and the skill test shall be completed within the period of validity of the pass of the theoretical knowledge examinations.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to the IR(A) knowledge level;
  - (b) instrument flight instruction.

## THEORETICAL KNOWLEDGE

5. An approved competency-based modular IR(A) course shall comprise at least 80 hours of theoretical knowledge instruction. The theoretical knowledge course may contain computer-based training and e-learning elements. A minimum amount of classroom teaching as required by ORA.ATO.305 has to be provided.

## FLYING TRAINING



6. The method of attaining an IR(A) following this modular course is competency-based. However, the minimum requirements below shall be completed by the applicant. Additional training may be required to reach required competencies.
- (a) A single-engine competency-based modular IR(A) course shall include at least 40 hours of instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 25 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
- (i) When the applicant has:
- (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
- (B) prior flight time under IFR as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC
- these hours may be credited towards the 40 hours above up to maximum of 30 hours,
- (ii) When the applicant has prior instrument flight time under instruction other than specified in point (a)(i), these hours may be credited towards the required 40 hours up to a maximum of 15 hours.
- (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in an aeroplane at an ATO.
- (iv) The total amount of dual instrument instruction shall not be less than 25 hours.
- (b) A multi-engine competency-based modular IR(A) course shall include at least 45 hours instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 30 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
- (i) When the applicant has:
- (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
- (B) prior flight time under IFR as PIC on aeroplanes, under a rating giving the privileges to fly under IFR and in IMC
- these hours may be credited towards the 45 hours above up to a maximum of 35 hours.
- (ii) When the applicant has prior instrument flight time under instruction other than specified in point (b)(i), these hours may be credited towards the required 45 hours up to a maximum of 15 hours.
- (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in a multi-engine aeroplane at an ATO.
- (iv) The total amount of dual instrument instruction shall not be less than 25 hours, of which at least 15 hours shall be completed in a multi-engine aeroplane.
- (c) To determine the amount of hours credited and to establish the training needs, the applicant shall complete a pre-entry assessment at an ATO.



- (d) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) in accordance with point (a)(i) or (b)(i) shall be documented in a specific training record and signed by the instructor.
7. The flight instruction for the competency-based modular IR(A) shall comprise:
- (a) procedures and manoeuvres for basic instrument flight covering at least:
- (i) basic instrument flight without external visual cues;
  - (ii) horizontal flight;
  - (iii) climbing;
  - (iv) descent;
  - (v) turns in level flight, climbing and descent;
  - (vi) instrument pattern;
  - (vii) steep turn;
  - (viii) radio navigation;
  - (ix) recovery from unusual attitudes;
  - (x) limited panel; and
  - (xi) recognition and recovery from incipient and full stall;
- (b) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents for the preparation of an IFR flight plan;
- (c) procedure and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least:
- (i) transition from visual to instrument flight on take-off;
  - (ii) standard instrument departures and arrivals;
  - (iii) en route IFR procedures;
  - (iv) holding procedures;
  - (v) instrument approaches to specified minima;
  - (vi) missed approach procedures; and
  - (vii) landings from instrument approaches, including circling;
- (d) in-flight manoeuvres and particular flight characteristics;
- (e) if required, operation of a multi-engine aeroplane in the above exercises, including:
- (i) operation of the aeroplane solely by reference to instruments with one engine simulated inoperative;
  - (ii) engine shutdown and restart (to be carried out at a safe altitude unless carried out in an FFS or FNPT II).
8. Applicants for the competency-based modular IR(A) holding a Part-FCL PPL or CPL and a valid IR(A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the training course mentioned in paragraph 4. In order to be issued the IR(A), the applicant shall:
- (a) successfully complete the skill test for the IR(A) in accordance with Appendix 7;



- (b) demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR); and
- (c) have a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.

#### PRE-ENTRY ASSESSMENT

9. The content and duration of the pre-entry assessment shall be determined by the ATO based on the prior instrument experience of the applicant.

#### MULTI-ENGINE

10. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II and shall pass a skill test.

#### ▼ B

#### **B. IR(H) — Modular flying training course**

1. The aim of the IR(H) modular flying training course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC.

#### ▼ M3

2. An applicant for a modular IR(H) course shall be the holder of a PPL(H), or a CPL(H) or an ATPL(H). Prior to commencing the aircraft instruction phase of the IR(H) course, the applicant shall be the holder of the helicopter type rating used for the IR(H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in **mMulti-pPilot** conditions.

#### ▼ B

3. An applicant wishing to undertake a modular IR(H) course shall be required to complete all the instructional stages in one continuous approved course of training.
4. The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
5. The course shall comprise:
  - (a) theoretical knowledge instruction to the IR knowledge level;
  - (b) instrument flight instruction.

#### Theoretical knowledge **THEORETICAL KNOWLEDGE**

6. An approved modular IR(H) course shall comprise at least 150 hours of instruction.

#### FLYING TRAINING

7. A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:



- (a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
- (b) up to 35 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.

The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter.

8. A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;
- (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course, or
  - (b) up to 40 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.

The instrument flight instruction shall include at least 10 hours in an IFR-certificated multi-engine helicopter.

- 9.1 Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours.

#### ▼ M3

- 9.2 The holder of an IR(A) may have the amount of training required reduced to 10 hours.
- 9.3. The holder of a PPL(H) with a helicopter night rating or a CPL(H) may have the total amount of instrument time under instruction required reduced by 5 hours.

#### ▼ B

10. The flying exercises up to the IR(H) skill test shall comprise:
- (a) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
  - (b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
    - transition from visual to instrument flight on takeoff,
    - standard instrument departures and arrivals,
    - en-route IFR procedures,
    - holding procedures,
    - instrument approaches to specified minima,
    - missed approach procedures,
    - landings from instrument approaches, including circling;
  - (c) in-flight manoeuvres and particular flight characteristics;
  - (d) if required, operation of a multi-engine helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out in an FFS or FNPT II or FTD 2/3).

### C. IR(As) — Modular flying training course

#### GENERAL



1. The aim of the IR(As) modular flying training course is to train pilots to the level of proficiency necessary to operate airships under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:
  - (a) Basic Instrument Flight Module

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.
  - (b) Procedural Instrument Flight Module

This comprises the remainder of the training syllabus for the IR(As), 25 hours instrument time under instruction, and the theoretical knowledge course for the IR(As).
2. An applicant for a modular IR(As) course shall be the holder of a PPL(As) including the privileges to fly at night or a CPL(As). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(As), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.
3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(As) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
5. The course shall comprise:
  - (a) theoretical knowledge instruction to the IR knowledge level;
  - (b) instrument flight instruction.

#### THEORETICAL KNOWLEDGE

6. An approved modular IR(As) course shall comprise at least 150 hours of theoretical knowledge instruction.

#### FLYING TRAINING

7. An IR(As) course shall comprise at least 35 hours instrument time under instruction of which up to 15 hours may be instrument ground time in an FNPT I, or up to 20 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
8. The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraph 7 reduced by 10 hours. The total instrument flight instruction in airship shall comply with paragraph 7.
9. If the applicant is the holder of an IR in another category of aircraft the total amount of flight instruction required may be reduced to 10 hours on airships.
10. The flying exercises up to the IR(As) skill test shall comprise:
  - (a) Basic Instrument Flight Module:



Procedure and manoeuvre for basic instrument flight covering at least:

- (i) basic instrument flight without external visual cues:
    - horizontal flight,
    - climbing,
    - descent,
    - turns in level flight, climbing, descent;
  - (ii) instrument pattern;
  - (iii) radio navigation;
  - (iv) recovery from unusual attitudes;
  - (v) limited panel;
- (b) Procedural Instrument Flight Module:
- (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
  - (ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
    - transition from visual to instrument flight on take-off,
    - standard instrument departures and arrivals,
    - en-route IFR procedures,
    - holding procedures,
    - instrument approaches to specified minima,
    - missed approach procedures,
    - landings from instrument approaches, including circling;
  - (iii) inflight manoeuvres and particular flight characteristics;
  - (iv) operation of airship in the above exercises, including operation of the airship solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).



## APPENDIX 7

### IR 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.
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 ~~was~~ no other crew member ~~taking the test~~. 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:  
operate the aircraft within its limitations;



complete all manoeuvres with smoothness and accuracy;  
 exercise good judgment and airmanship;  
 apply aeronautical knowledge; and  
 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.

11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

#### Height

Generally  $\pm 100$  feet

Starting a go-around at decision height/altitude + 50 feet/– 0 feet

Minimum descent height/MAP/altitude + 50 feet/– 0 feet

#### Tracking

on radio aids  $\pm 5^\circ$

Precision approach half scale deflection, azimuth and glide path

#### Heading

all engines operating  $\pm 5^\circ$

with simulated engine failure  $\pm 10^\circ$

#### Speed

all engines operating  $\pm 5$  knots

with simulated engine failure + 10 knots/– 5 knots

## CONTENT OF THE TEST

### Aeroplanes

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE	
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply into 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	Pre-flight inspection
e	Weather Minima
f	Taxiing



g	Pre-take-off briefing, Take-off
h°	Transition to instrument flight
i°	Instrument departure procedures, altimeter setting
j°	ATC liaison - compliance, R/T procedures
<b>SECTION 2 — GENERAL HANDLING°</b>	
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>	
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, 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
SECTION 4 — PRECISION APPROACH PROCEDURES <sup>2</sup>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed heading control (stabilised approach)
h+	Go-around action
i+	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
SECTION 5 — NON-PRECISION APPROACH PROCEDURES <sup>2</sup>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing



g	Altitude, speed, heading control (stabilised approach)
h+	Go-around action
i+	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
<b>SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (MULTI-ENGINE AEROPLANES ONLY)<sup>o</sup></b>	
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

- \* May be performed in an FFS, FTD 2/3 or FNPT II.
- + May be performed in either section 4 or section 5.
- ° Must be performed by sole reference to instruments.

### Helicopters

<b>SECTION 1 — DEPARTURE</b>	
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply into 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
d	Pre-flight inspection
e	Weather minima
f	Taxiing/Air taxi in compliance with ATC or instructions of instructor



g	Pre-take-off briefing, procedures and checks
h	Transition to instrument flight
i	Instrument departure procedures
<b>SECTION 2 — GENERAL HANDLING</b>	
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
<b>SECTION 3 — EN-ROUTE IFR PROCEDURES</b>	
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
<b>SECTION 4 — PRECISION APPROACH</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks



c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control (stabilised approach)
h*	Go-around action
i*	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
* To be performed in section 4 or section 5.	
<b>SECTION 5 — NON-PRECISION APPROACH</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control (stabilised approach)
h*	Go-around action
i*	Missed approach procedure*/landing



j	ATC liaison – compliance, R/T procedures
* To be performed in section 4 or section 5.	
<b>SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES</b>	
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) *Multi-engine helicopter only.
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* *Only one item to be tested.

## Airships

<b>SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
Use of checklist, airmanship, ATC liaison compliance, R/T procedures, 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	Pre-flight inspection
e	Weather minima



f	Pre-take-off briefing, off mast procedure, manoeuvring on ground
g	Take-off
h	Transition to instrument flight
i	Instrument departure procedures, altimeter setting
j	ATC liaison - compliance, R/T procedures
<b>SECTION 2 — GENERAL HANDLING</b>	
a	Control of the airship by reference solely to instruments
b	Climbing and descending turns with sustained rate of turn
c	Recoveries from unusual attitudes
d	Limited panel
<b>SECTION 3 — EN-ROUTE IFR PROCEDURES</b>	
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, trim technique
d	Altimeter settings
e	Timing and revision of ETAs
f	Monitoring of flight progress, flight log, fuel usage, systems' management
g	ATC liaison – compliance, R/T procedures
<b>SECTION 4 — PRECISION APPROACH PROCEDURES</b>	



a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Stabilised approach (altitude, speed and heading control)
h+	Go-around action
i+	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
<b>SECTION 5 — NON-PRECISION APPROACH PROCEDURES</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Stabilised approach (altitude, speed and heading control)
h+	Go-around action



i+	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
<b>SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE</b> This section may be combined with sections 1 through 5. The test shall have regard to control of the airship, identification of the failed engine, immediate actions, follow-up actions, checks and flying accuracy in the following situations:	
a	Simulated engine failure after take-off or on go-around
b	Approach and procedural go-around with one engine inoperative
c	Approach and landing, missed approach procedure, with one engine inoperative
d	ATC liaison – compliance, R/T procedures

+ May be performed in either section 4 or section 5.



## APPENDIX 8

### CROSS-CREDITING OF THE IR PART OF A CLASS OR TYPE RATING PROFICIENCY CHECK

#### A. Aeroplanes

Credits shall be granted only when the holder is revalidating IR privileges for single engine and single-pilot multi-engine aeroplanes, as appropriate.

When a proficiency check including IR is performed, and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MP type rating; SP High performance complex aeroplane type rating	SE class * and SE type rating *, and SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for section 3B of the skill test for single pilot non-high performance complex aeroplane of Appendix 9 *
SP ME non high performance complex aeroplane type rating, operated as single-pilot	SP ME class *, and SP ME non high performance complex aeroplane type rating*, and SE class and type rating *
SP ME non high performance complex aeroplane type rating, restricted to MP operation	a. SP ME class*, and b. SP ME non high performance complex aeroplane type rating *, and c. SE class and type rating *
SP ME class rating, operated as single-pilot	SE class and type rating*, and SP ME class*, and SP ME non high performance complex aeroplane type rating*
SP ME class rating, restricted to MP operation	SE class and type rating *, and SP ME class*, and SP ME non high performance complex aeroplane type rating *
SP SE class rating	SE class and type rating
SP SE type rating	SE class and type rating

\* Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on an SP class or type of aeroplane in single pilot operations, or, for multi engine non high performance non complex aeroplanes, the applicant has passed section 6 of the skill test for single pilot non high performance non complex aeroplanes flown solely by reference to instruments in single pilot operation. Credits shall be granted only when the holder is revalidating IR



privileges for single-engine and single-pilot multi-engine aeroplanes except single-pilot high-performance complex aeroplanes, as appropriate.

When a proficiency check including IR is performed, and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MP aeroplane type rating; High performance complex aeroplane type rating	SE class rating *, and SE type rating *, and SP ME class or type rating except high performance complex type ratings, only credits for section 3B of the proficiency check in point B.5 of Appendix 9
SP ME aeroplane class or type rating except high performance complex aeroplane type ratings, operated as single-pilot	SE class rating, and SE type rating, and SP ME class or type rating except high performance complex aeroplane type ratings
SP ME aeroplane class or type rating except high performance complex aeroplane type ratings, restricted to MP operation	SE class rating *, and SE type rating *, and SP ME class or type rating except high performance complex aeroplane type ratings**
SP SE aeroplane class or type rating	SE class rating, and SE type rating

\* Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on a single-pilot class or type of aeroplane in single-pilot operation.

\*\* Provided that within the preceding 12 months the applicant has passed section 6 of the skill test or proficiency check for single-pilot aeroplanes in point B.5 of Appendix 9 flown solely by reference to instruments in single-pilot operation.



**B. Helicopters**

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

When a proficiency check, including IR, is performed and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MPH type rating	SE type rating*, and SP ME type rating-*
SP ME type rating, operated as single-pilot	SE type rating <sup>±</sup> , SP ME type rating <sup>±</sup> .
SP ME type rating, restricted to multi-pilot operation	SE type rating <sup>±</sup> , SP ME type rating-*
SP SE type rating, operated as single-pilot	SP SE type rating, operated as single-pilot

\* Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.



**APPENDIX 9****TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR MPL, ATPL,  
TYPE AND CLASS RATINGS, AND PROFICIENCY CHECK FOR IRs****A. General**

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.
2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

**CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK**

4. Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.

**CONDUCT OF THE TEST/CHECK**

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations ~~developed and approved by the competent authority~~. Full flight simulators and other training devices, when available, shall be used, as established in this Part.
7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
8. 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.
9. 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 re-test.
10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant. ~~Under single-pilot conditions the test can shall be performed and to carry out the test as if there is was no other crew member if taking the test or /check, under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.~~
11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant 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 check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. 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. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

#### SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.
15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:
  - (a) management of crew cooperation;
  - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
  - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
16. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. The flight training shall be performed by qualified instructor and within an ATO or within an approved organisation holding an AOC issued in accordance with Part-ORO. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicant's licence.

#### B. Specific requirements for the aeroplane category

##### PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for 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.

2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than 5 items will require the applicant to take the entire test or check again. Any applicant failing 5 or less 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 at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

#### FLIGHT TEST TOLERANCE

3. The applicant 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 always assured;
  - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
  - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

#### Height

Generally  $\pm 100$  feet

Starting a go-around at decision height + 50 feet/- 0 feet

Minimum descent height/altitude + 50 feet/- 0 feet

#### Tracking

on radio aids  $\pm 5^\circ$

Precision approach half scale deflection, azimuth and glide path

#### Heading

all engines operating  $\pm 5^\circ$

with simulated engine failure  $\pm 10^\circ$

#### Speed

all engines operating  $\pm 5$  knots

with simulated engine failure + 10 knots/-5 knots



**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK****5. Single-pilot aeroplanes, except for high performance complex aeroplanes**

- (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 will indicate the mandatory exercise or a choice where more than one exercise appears.
- (f) An FFS or an FNPT II shall be used for practical training for type or ~~multi-engine~~ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course: ▼ M3
- (i) the qualification of the FFS or FNPT II as set out in the relevant requirements of Part-ARA and Part-ORA;
- ▼ B
- (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.



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
				Instructor initials when training completed	Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	A		FFS A	
<b>SECTION 1</b>						
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	



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures				Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
1.7 Climbing: Vx/Vy Turns onto headings Level off		P---->	---->		M	
1.8 ATC liaison – Compliance, R/T procedure						
<b>SECTION 2</b>						
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	



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures				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						
<b>SECTION 3A</b>						
3A En-route procedures VFR (see B.5 (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)						
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6 ATC liaison – Compliance, R/T procedure						



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures				Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
<b>SECTION 3B</b>						
3B Instrument flight						
3B.1* Departure IFR		P---->	---->		M	
3B.2* En-route IFR		P---->	---->		M	
3B.3* Holding procedures		P---->	---->		M	
3B.4* ILS to DH/A of 200' (60 m) or to procedure minima (autopilot may be used to glideslope intercept)		P---->	---->		M	
3B.5* Non-precision approach to MDH/A and MAP		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 localiser or glideslope	P---->	---->	---->			
3B.8* ATC liaison – Compliance, R/T procedure						
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<b>SECTION 4</b>						



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures				Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
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						
<b>SECTION 5</b>						
5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)						



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
				Instructor initials when training completed	Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	A		FFS A	
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 ME aeroplanes and TMG training only: 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						
<b>SECTION 6</b>						
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 FFS or FNPT II)	P---->	---->	--->X		M	



TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
	FTD	FFS	A	Instructor initials when training completed	Chkd in  FFS A	Examiner initials when test completed
Manoeuvres/Procedures						
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						

## 6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes

(a) The following symbols mean:

P= Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

X= Simulators shall be used for this exercise, if available; otherwise an aircraft 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

FTD = Flight Training Device

OTD = Other Training Devices

(c) The starred items (\*) shall be flown solely by reference to instruments. ~~If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.~~

(d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the FFS or a combination of FNPT II MCC and FTD 2 or FTD 2;

(ii) the qualifications of the instructors;



- (iii) the amount of FFS or a combination of FNPT II MCC and FTD 2 or FTD 2 training provided on the course; and
- (iv) the qualifications and previous experience on similar types of the pilot 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, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.
- (i) In case of a restricted type rating issued in accordance with FCL.720.A(e), the 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.



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
<b>SECTION 1</b>							
1 Flight preparation 1.1 Performance calculation	P						
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	P#			P			
1.3 Cockpit inspection		P----->	----->	----->			
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P----->	----->	----->	----->		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P----->	----->			
1.6 Before take-off checks		P----->	----->	----->		M	
<b>SECTION 2</b>							
2 Take-offs 2.1 Normal take-offs with different flap settings, including expedited take-off			P----->	----->			



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P----->	----->			
2.3 Crosswind take-off			P----->	----->			
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			P----->	----->			
2.5 Take-offs with simulated engine failure: 2.5.1* shortly after reaching V2			P----->	----->			
(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. 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 shortly after reaching V2)							



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	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----->	----->X		M	
<b>SECTION 3</b>							
3 Flight Manoeuvres and Procedures 3.1 Turns with and without spoilers			P----->	----->			
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P----->	----->X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel	P----->	----->	----->	----->			



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					Instructor initials when training completed	ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	OTD	FTD	FFS	A	Chkd in FFS A		Examiner initials when test completed	
Manoeuvres/Procedures								
Normal and abnormal operations of following systems:							M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0 Engine (if necessary propeller)	P----->	----->	----->	----->				
3.4.1 Pressurisation and air-conditioning	P----->	----->	----->	----->				
3.4.2 Pitot/static system	P----->	----->	----->	----->				
3.4.3 Fuel system	P----->	----->	----->	----->				
3.4.4 Electrical system	P----->	----->	----->	----->				
3.4.5 Hydraulic system	P----->	----->	----->	----->				
3.4.6 Flight control and Trim-system	P----->	----->	----->	----->				
3.4.7 Anti-icing/de-icing system, Glare shield heating	P----->	----->	----->	----->				



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					Instructor initials when training completed	ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	OTD	FTD	FFS	A	Chkd in FFS A		Examiner initials when test completed	
3.4.8 Autopilot/Flight director	P---->	---->	---->	---->			M (single pilot Only)	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P---->	---->	---->	---->				
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		P---->	---->	---->				
3.4.11 Radios, navigation equipment, instruments, flight management system	P---->	---->	---->	---->				
3.4.12 Landing gear and brake	P---->	---->	---->	---->				
3.4.13 Slat and flap system	P---->	---->	---->	---->				
3.4.14 Auxiliary power unit	P---->	---->	---->	---->				
Intentionally left blank								



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
3.6 Abnormal and emergency procedures:						M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1 Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P----->	----->	----->			
3.6.2 Smoke control and removal		P----->	----->	----->			
3.6.3 Engine failures, shutdown and restart at a safe height		P----->	----->	----->			
3.6.4 Fuel dumping (simulated)		P----->	----->	----->			
3.6.5 Wind shear at take-off/landing			P	X		FFS only	
3.6.6 Simulated cabin pressure failure/emergency descent			P----->	----->			
3.6.7 Incapacitation of flight crew member		P----->	----->	----->			



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual		P---->	---->	---->			
3.6.9 ACAS event	P---->	---->	---->	An aircraft may not be used		FFS only	
3.7 Steep turns with 45° bank, 180° to 360° left and right		P---->	---->	---->			
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)  3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P---->	---->			
3.9 Instrument flight procedures							



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
Manoeuvres/Procedures							
3.9.1* Adherence to departure and arrival routes and ATC instructions		P---->	---->	---->		M	
3.9.2* Holding procedures		P---->	---->	---->			
3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft)							
3.9.3.1*manually, without flight director			P---->	---->		M (skill test only)	
3.9.3.2*manually, with flight director			P---->	---->			
3.9.3.3*with autopilot			P---->	---->			
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure  In aeroplanes which are not			P---->	---->		M	



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
<p>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 non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above 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 3.9.3.4.</p>							
<p>3.9.4* Non-precision approach down to the MDH/A</p>			P*---->	----->		M	



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
<p>3.9.5 Circling approach under following conditions:</p> <p>(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;</p> <p>followed by:</p> <p>(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.</p> <p>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>			P*--->	----->			
<b>SECTION 4</b>							
<p>4 Missed Approach Procedures</p> <p>4.1 Go-around with all engines operating* after an ILS approach on reaching decision height</p>			P*--->	----->			



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A			
4.2 Other missed approach procedures			P*--->	----->			
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*----->	----->		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P----->	----->			
<b>SECTION 5</b>							
5 Landings 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH			P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P----->	An aircraft may not be used for this exercise			
5.3 Crosswind landings (a/c, if practicable)			P----->	----->			



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
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 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM; - aeroplanes with 4 engines: 2 engines at one side			P	X		M FFS only (skill test only)	
<p>General remarks:</p> <p>Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.</p>							
SECTION 6							



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
<p>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)</p> <p>The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60m (200ft) shall be used.</p>							
<p>6.1* Rejected take-off at minimum authorised RVR</p>			<p>P*----- &gt;</p>	<p>----&gt;X An aircraft may not be used for this exercise</p>		<p>M*</p>	



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A			
<p>6.2* ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed</p>			P----->	----->		M	
<p>6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure</p>			P----->	----->		M*	
<p>6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</p>			P----->	----->		M	

NOTE: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.



**7. Class ratings - sea**

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR CHECK
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
<b>SECTION 1</b>		
<b>1 Departure</b>		
1.1 Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM		
1.2 Pre-start checks External/internal		
1.3 Engine start-up and shutdown Normal malfunctions		
1.4 Taxiing		
1.5 Step taxiing		
1.6 Mooring: Beach Jetty pier Buoy		
1.7 Engine-off sailing		
1.8 Pre-departure checks: Engine run-up (if applicable)		



CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR CHECK
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
1.9 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		
1.10 Climbing Turns onto headings Level off		
1.11 ATC liaison – Compliance, R/T procedure		
<b>SECTION 2</b>		
<b>2 Airwork (VFR)</b>		
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)		
2.2 Steep turns (360° left and right at 45° bank)		



CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR CHECK
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
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)		
2.4 ATC liaison – Compliance, R/T procedure		
<b>SECTION 3</b>		
<b>3 En-route procedures VFR</b>		
3.1 Flight plan, dead reckoning and map reading		
3.2 Maintenance of altitude, heading and speed		
3.3 Orientation, timing and revision of ETAs		
3.4 Use of radio navigation aids (if applicable)		
3.5 Flight management (flight log, routine checks including fuel, systems and icing)		
3.6 ATC liaison – Compliance, R/T procedure		



CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR CHECK
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
<b>SECTION 4</b>		
<b>4 Arrivals and landings</b>		
4.1 Aerodrome arrival procedure (amphibians only)		
4.2 Normal landing		
4.3 Flapless landing		
4.4 Crosswind landing (if suitable conditions)		
4.5 Approach and landing with idle power from up to 2000' above the water (single-engine aeroplane only)		
4.6 Go-around from minimum height		
4.7 Glassy water landing Rough water landing		
4.8 ATC liaison – Compliance, R/T procedure		
<b>SECTION 5</b>		
<b>5 Abnormal and emergency procedures</b> (This section may be combined with sections 1 through 4)		
5.1 Rejected take-off at a reasonable speed		



CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR CHECK
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
5.2 Simulated engine failure after take-off (single-engine aeroplane only)		
5.3 Simulated forced landing without power (single-engine aeroplane only)		
5.4 Simulated emergencies: (i) fire or smoke in flight (ii) systems' malfunctions as appropriate		
5.5 ATC liaison – Compliance, R/T procedure		
<b>SECTION 6</b>		
<b>6 Simulated asymmetric flight</b> (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 and FNPT II)		
6.2 Engine shutdown and restart (ME skill test only)		
6.3 Asymmetric approach and go-around		
6.4 Asymmetric approach and full stop landing		
6.5 ATC liaison – Compliance, R/T procedure		



**C. Specific requirements for the helicopter category**

1. In case of skill test or proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than 3 items will require the applicant to take the entire section 5 again. An applicant failing not more than 3 items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

**FLIGHT TEST TOLERANCE**

3. The applicant shall demonstrate the ability to:
  - (a) operate the helicopter 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 helicopter 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.

**▼ M3**

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

**▼ B**

- (a) IFR flight limits

## Height:

Generally	± 100 feet
Starting a go-around at decision height/altitude	+ 50 feet/- 0 feet
Minimum descent height/altitude	+ 50 feet/- 0 feet

## Tracking:

On radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path

## Heading:

Normal operations	± 5°
-------------------	------



Abnormal operations/emergencies	± 10°
Speed:	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/- 5 knots
(b) VFR flight limits	
Height:	
Generally	± 100 feet
Heading:	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
Speed:	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/- 5 knots
Ground drift:	
T.O. hover I.G.E.	± 3 feet
Landing	± 2 feet (with 0 feet rearward or lateral flight)

## CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

## GENERAL

5. The following symbols mean:
 

P= Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for MPH.
6. 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:

FFS = Full Flight Simulator

FTD = Flight Training Device

H = Helicopter
7. The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.
8. Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.
9. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

## ▼ M3



- (a) the qualification of the FSTD as set out in the relevant requirements of Part-ARA and Part-ORA;

▼ B

- (b) the qualifications of the instructor and examiner;
- (c) the amount of FSTD training provided on the course;
- (d) the qualifications and previous experience in similar types of the pilot under training; and
- (e) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only sections 1 to 4 and, if applicable, section 6.



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
<b>SECTION 1 — PRE-FLIGHT PREPARATIONS AND CHECKS</b>							
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection			P		M (if performed in the helicopter)	
1.2	Cockpit inspection		P	---->		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->	---->		M	
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor		P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->	---->		M	
<b>SECTION 2 — FLIGHT MANOEUVRES AND PROCEDURES</b>							
2.1	Take-offs (various profiles)		P	---->		M	
2.2	Sloping ground or crosswind take-offs & landings		P	---->			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->	---->			



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	---->		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO		P	---->		M	
2.5	Climbing and descending turns to specified headings	P	---->	---->		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->	---->		M	
2.6	Autorotative descent	P	---->	---->		M	
2.6.1	Autorotative landing (SEH only) or power recovery		P	---->		M	
2.7	Landings, various profiles		P	---->		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL		P	---->		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	---->		M	
<b>SECTION 3 — NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES</b>							



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
3	Normal and abnormal operations of the following systems and procedures:					M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---->	---->			
3.2	Air conditioning (heating, ventilation)	P	---->	---->			
3.3	Pitot/static system	P	---->	---->			
3.4	Fuel System	P	---->	---->			
3.5	Electrical system	P	---->	---->			
3.6	Hydraulic system	P	---->	---->			
3.7	Flight control and Trim system	P	---->	---->			
3.8	Anti-icing and de-icing system	P	---->	---->			
3.9	Autopilot/Flight director	P	--->	--->			
3.10	Stability augmentation devices	P	---->	---->			



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
3.11	Weather radar, radio altimeter, transponder	P	---->	---->			
3.12	Area Navigation System	P	---->	---->			
3.13	Landing gear system	P	---->	---->			
3.14	Auxiliary power unit	P	---->	---->			
3.15	Radio, navigation equipment, instruments flight management system	P	---->	---->			
<b>SECTION 4 — ABNORMAL AND EMERGENCY PROCEDURES</b>							
4	Abnormal and emergency procedures					M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	---->	---->			
4.2	Smoke control and removal	P	---->	---->			
4.3	Engine failures, shutdown and restart at a safe height	P	---->	---->			



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
4.4	Fuel dumping (simulated)	P	---->	---->			
4.5	Tail rotor control failure (if applicable)	P	---->	---->			
4.5.1	Tail rotor loss (if applicable)	P	---->	Helicopter may not be used for this exercise			
4.6	Incapacitation of crew member – MPH only	P	---->	---->			
4.7	Transmission malfunctions	P	---->	---->			
4.8	Other emergency procedures as outlined in the appropriate Flight Manual	P	---->	---->			
<b>SECTION 5 — INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC)</b>							
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*			
5.1.1	Simulated engine failure during departure	P*	---->*	---->*		M*	



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*		M*	
5.3	Holding procedures	P*	---->*	---->*			
5.4	ILS approaches down to CAT I decision height	P*	---->*	---->*			
5.4.1	Manually, without flight director	P*	---->*	---->*		M*	
5.4.2	Precision approach manually, with or without flight director	P*	---->*	---->*		M*	
5.4.3	With coupled autopilot	P*	---->*	---->*			
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	P*	---->*	---->*		M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	---->*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	---->*	---->*			



SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
5.6.1	Other missed approach procedures	P*	---->*	---->*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*				M*	
5.7	IMC autorotation with power recovery	P*	---->*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*	---->*		M*	
<b>SECTION 6 — USE OF OPTIONAL EQUIPMENT</b>							
6	Use of optional equipment	P	---->	---->			

#### D. Specific requirements for the powered-lift aircraft category

- In the case of skill tests or proficiency checks for powered-lift aircraft type ratings, the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within six months.

#### FLIGHT TEST TOLERANCE

- The applicant shall demonstrate the ability to:
  - operate the powered-lift aircraft within its limitations;
  - complete all manoeuvres with smoothness and accuracy;
  - exercise good judgement and airmanship;
  - apply aeronautical knowledge;



- (e) maintain control of the powered-lift aircraft 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; and
- (g) communicate effectively with the other crew members.
3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the powered-lift aircraft used.
- (a) IFR flight limits:
- Height:
- |  |                    |
|--|--------------------|
| Generally  | $\pm 100$ feet     |
| Starting a go-around at decision height/altitude | + 50 feet/- 0 feet |
| Minimum descent height/altitude                  | + 50 feet/- 0 feet |
- Tracking:
- |                    |   |
|--------------------|---|
| On radio aids      | $\pm 5^\circ$                                 |
| Precision approach | half scale deflection, azimuth and glide path |
- Heading:
- |                                 |                |
|---------------------------------|----------------|
| Normal operations               | $\pm 5^\circ$  |
| Abnormal operations/emergencies | $\pm 10^\circ$ |
- Speed:
- |                               |                      |
|-------------------------------|----------------------|
| Generally                     | $\pm 10$ knots       |
| With simulated engine failure | + 10 knots/- 5 knots |
- (b) VFR flight limits:
- Height:
- |           |                |
|-----------|----------------|
| Generally | $\pm 100$ feet |
|-----------|----------------|
- Heading:
- |                                 |                |
|---------------------------------|----------------|
| Normal operations               | $\pm 5^\circ$  |
| Abnormal operations/emergencies | $\pm 10^\circ$ |
- Speed:
- |                               |                      |
|-------------------------------|----------------------|
| Generally                     | $\pm 10$ knots       |
| With simulated engine failure | + 10 knots/- 5 knots |
- Ground drift:
- |                   |   |
|-------------------|---|
| T.O. hover I.G.E. | $\pm 3$ feet  |
| Landing           | $\pm 2$ feet (with 0 feet rearward or lateral flight) |

## CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbols mean:
- P= Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.



- 
5. 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 (---->).
6. The following abbreviations are used to indicate the training equipment used:
- |     |   |                        |
|-----|---|------------------------|
| FFS | = | Full Flight Simulator  |
| FTD | = | Flight Training Device |
| OTD | = | Other Training Device  |
| PL  | = | Powered-lift aircraft  |
- (a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall take sections 1 to 5 and, if applicable, section 6.
- (b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall take sections 1 to 5 and, if applicable section 6 and/or 7.
- (c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
7. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:
- ▼ M3
- (a) the qualification of the flight simulation training devices as set out in the relevant requirements of Part-ARA and Part-ORA;
- ▼ B
- (b) the qualifications of the instructor.



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
<b>SECTION 1 — PRE-FLIGHT PREPARATIONS AND CHECKS</b>								
1.1	Powered-lift aircraft exterior visual inspection; location of each item and purpose of inspection				P			
1.2	Cockpit inspection	P	---->	---->	---->			
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->	---->	---->		M	
1.4	Taxiing in compliance with air traffic control instructions or with instructions of an instructor		P	---->	---->			
1.5	Pre-take-off procedures and checks including Power Check	P	---->	---->	---->		M	
<b>SECTION 2 — FLIGHT MANOEUVRES AND PROCEDURES</b>								



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
2.1	Normal VFR take-off profiles; Runway operations (STOL and VTOL) including crosswind Elevated heliports Ground level heliports		P	---->	---->		M	
2.2	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P	---->				
2.3.1	Rejected take-off: during runway operations during elevated heliport operations during ground level operations		P	---->			M	
2.3.2	Take-off with simulated engine failure after passing decision point: during runway operations during elevated heliport operations during ground level operations		P	---->			M	



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
2.4	Autorotative descent in helicopter mode to ground (an aircraft shall not be used for this exercise)	P	---->	---->			M FFS only	
2.4.1	Windmill descent in aeroplane mode (an aircraft shall not be used for this exercise)		P	---->			M FFS only	
2.5	Normal VFR landing profiles; runway operations (STOL and VTOL) elevated heliports ground level heliports		P	---->	---->		M	
2.5.1	Landing with simulated engine failure after reaching decision point: during runway operations during elevated heliport operations during ground level operations							
2.6	Go-around or landing following simulated engine failure before decision point		P	---->			M	

SECTION 3 — NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES:



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
3	Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):						M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---->	---->				
3.2	Pressurisation and air conditioning (heating, ventilation)	P	---->	---->				
3.3	Pitot/static system	P	---->	---->				
3.4	Fuel System	P	---->	---->				
3.5	Electrical system	P	---->	---->				
3.6	Hydraulic system	P	---->	---->				
3.7	Flight control and Trim-system	P	---->	---->				
3.8	Anti-icing and de-icing system, glare shield heating (if fitted)	P	---->	---->				
3.9	Autopilot/Flight director	P	--->	--->				



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
3.10	Stall warning devices or stall avoidance devices and stability augmentation devices	P	---->	---->				
3.11	Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)	P	---->	---->				
3.12	Landing gear system	P	----->	----->				
3.13	Auxiliary power unit	P	---->	---->				
3.14	Radio, navigation equipment, instruments and flight management system	P	---->	---->				
3.15	Flap system	P	---->	---->				
<b>SECTION 4 — ABNORMAL AND EMERGENCY PROCEDURES</b>								
4	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)						M	A mandatory minimum of 3 items shall be selected from this section



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
4.1	Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable	P	---->	---->				
4.2	Smoke control and removal	P	---->	---->				
4.3	Engine failures, shutdown and restart  (an aircraft shall not be used for this exercise) including OEI conversion from helicopter to aeroplane modes and vice versa	P	---->	---->			FFS only	
4.4	Fuel dumping (simulated, if fitted)	P	---->	---->				
4.5	Wind shear at take-off and landing (an aircraft shall not be used for this exercise)			P			FFS only	
4.6	Simulated cabin pressure failure/emergency descent (an aircraft shall not be used for this exercise)	P	---->	---->			FFS only	



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
4.7	ACAS event (an aircraft shall not be used for this exercise)	P	---->	---->			FFS only	
4.8	Incapacitation of crew member	P	---->	---->				
4.9	Transmission malfunctions	P	---->	---->			FFS only	
4.10	Recovery from a full stall (power on and off) or after activation of stall warning devices in climb, cruise and approach configurations (an aircraft shall not be used for this exercise)	P	---->	---->			FFS only	
4.11	Other emergency procedures as detailed in the appropriate Flight Manual	P	---->	---->				
<b>SECTION 5 — INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC)</b>								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*				



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
5.1.1	Simulated engine failure during departure after decision point	P*	---->*	---->*			M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*			M*	
5.3	Holding procedures	P*	---->*	---->*				
5.4	Precision approach down to a decision height not less than 60 m (200 ft)	P*	---->*	---->*				
5.4.1	Manually, without flight director	P*	---->*	---->*			M* (Skill test only)	
5.4.2	Manually, with flight director	P*	---->*	---->*				
5.4.3	With use of autopilot	P*	---->*	---->*				



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued either to touchdown, or through to the completion of the missed approach procedure)	p*	---->*	---->*			M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	p*	---->*	---->*			M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	p*	---->*	---->*				
5.6.1	Other missed approach procedures	p*	---->*	---->*				
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	p*					M*	
5.7	IMC autorotation with power recovery to land on runway in helicopter mode only (an aircraft shall not be used for this exercise)	p*	---->*	---->*			M* FFS only	



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
5.8	Recovery from unusual attitudes (this one depends on the quality of the FFS)	P*	---->*	---->*			M*	
<b>SECTION 6 — ADDITIONAL AUTHORISATION ON A TYPE RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60 M (CAT II/III)</b>								
6	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III).  The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all powered-lift aircraft equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used							
6.1	Rejected take-off at minimum authorised RVR		P	---->			M*	



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
6.2	ILS approaches in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed		P	---->	---->		M*	
6.3	Go-around after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure		P	---->	---->		M*	
6.4	Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed		P	---->			M*	



POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
SECTION 7 — OPTIONAL EQUIPMENT								
7	Use of optional equipment		P	---->	---->			

### E. Specific requirements for the airship category

- In the case of skill tests or proficiency checks for airship type ratings the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test or proficiency check shall be completed within six months.

#### FLIGHT TEST TOLERANCE

- The applicant shall demonstrate the ability to:
  - operate the airship within its limitations;
  - complete all manoeuvres with smoothness and accuracy;
  - exercise good judgement and airmanship;
  - apply aeronautical knowledge;
  - maintain control of the airship 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; and
  - communicate effectively with the other crew members.
- The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.
  - IFR flight limits:

Height:

Generally  $\pm 100$  feet

Starting a go-around at decision height/altitude  $+ 50$  feet/- 0 feet



Minimum descent height/altitude	+ 50 feet/- 0 feet
Tracking:	
On radio aids	$\pm 5^\circ$
Precision approach	half scale deflection, azimuth and glide path
Heading:	
Normal operations	$\pm 5^\circ$
Abnormal operations/emergencies	$\pm 10^\circ$
(b) VFR flight limits:	
Height:	
Generally	$\pm 100$ feet
Heading:	
Normal operations	$\pm 5^\circ$
Abnormal operations/emergencies	$\pm 10^\circ$

## CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbols mean:
  - P= Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.
5. 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 (---->).
6. The following abbreviations are used to indicate the training equipment used:
  - FFS = Full Flight Simulator
  - FTD = Flight Training Device
  - OTD = Other Training Device
  - As = Airship
  - (a) Applicants for the skill test for the issue of the airship shall take sections 1 to 5 and, if applicable, section 6.
  - (b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall take sections 1 to 5 and, if applicable section 6.
  - (c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
7. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

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8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of a type rating course. The following considerations will apply to the course:
  - (a) the qualification of the flight simulation training devices as set out in the relevant requirements of Part-ARA and Part-ORA;



▼ B

(b) the qualifications of the instructor.

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
<b>SECTION 1 — PRE-FLIGHT PREPARATIONS AND CHECKS</b>								
1.1	Pre-flight inspection				P			
1.2	Cockpit inspection	P	---->	---->	---->			
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies		P	---->	---->		M	
1.4	Off Mast procedure and Ground Manoeuvring			P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->	---->	---->		M	
<b>SECTION 2 — FLIGHT MANOEUVRES AND PROCEDURES</b>								
2.1	Normal VFR take-off profile			P	---->		M	
2.2	Take-off with simulated engine failure			P	---->		M	
2.3	Take-off with heaviness > 0 (Heavy T/O)			P	---->			



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
		OTD	FTD	FFS	As	Instructor's initials when training completed	Chkd in FFS As	Examiner's initials when test completed
2.4	Take-off with heaviness < 0 (Light/TO)			P	---->			
2.5	Normal climb procedure			P	---->			
2.6	Climb to Pressure Height			P	---->			
2.7	Recognising of Pressure Height			P	---->			
2.8	Flight at or close to Pressure Height			P	---->		M	
2.9	Normal descent and approach			P	---->			
2.10	Normal VFR landing profile			P	---->		M	
2.11	Landing with heaviness > 0 (Heavy Ldg.)			P	---->		M	
2.12	Landing with heaviness < 0 (Light Ldg.)			P	---->		M	
	Intentionally left blank							

SECTION 3 — NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
3	Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):						M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---->	---->	---->			
3.2	Envelope Pressurisation	P	---->	---->	---->			
3.3	Pitot/static system	P	---->	---->	---->			
3.4	Fuel system	P	---->	---->	---->			
3.5	Electrical system	P	---->	---->	---->			
3.6	Hydraulic system	P	---->	---->	---->			
3.7	Flight control and Trim-system	P	---->	---->	---->			
3.8	Ballonet system	P	---->	---->	---->			
3.9	Autopilot/Flight director	P	--->	--->	---->			
3.10	Stability augmentation devices	P	---->	---->	---->			



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
3.11	Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)	P	---->	---->	---->			
3.12	Landing gear system	P	----->	----->	---->			
3.13	Auxiliary power unit	P	---->	---->	---->			
3.14	Radio, navigation equipment, instruments and flight management system	P	---->	---->	---->			
	Intentionally left blank							
<b>SECTION 4 — ABNORMAL AND EMERGENCY PROCEDURES</b>								
4	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)						M	A mandatory minimum of three items shall be selected from this section
4.1	Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable	P	---->	---->	---->			



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
4.2	Smoke control and removal	P	---->	---->	---->			
4.3	Engine failures, shutdown and restart In particular phases of flight, inclusive multiple engine failure	P	---->	---->	---->			
4.4	Incapacitation of crew member	P	---->	---->	---->			
4.5	Transmission/Gearbox malfunctions	P	---->	---->	---->		FFS only	
4.6	Other emergency procedures as outlined in the appropriate Flight Manual	P	---->	---->	---->			
<b>SECTION 5 — INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC)</b>								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*	---->*			
5.1.1	Simulated engine failure during departure	P*	---->*	---->*	---->*		M*	



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
		OTD	FTD	FFS	As	Instructor's initials when training completed	Chkd in FFS As	Examiner's initials when test completed
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*	---->*		M*	
5.3	Holding procedures	P*	---->*	---->*	---->*			
5.4	Precision approach down to a decision height not less than 60 m (200 ft)	P*	---->*	---->*	---->*			
5.4.1	Manually, without flight director	P*	---->*	---->*	---->*		M* (Skill test only)	
5.4.2	Manually, with flight director	P*	---->*	---->*	---->*			
5.4.3	With use of autopilot	P*	---->*	---->*	---->*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure	P*	---->*	---->*	---->*		M*	



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
		OTD	FTD	FFS	As	Instructor's initials when training completed	Chkd in FFS As	Examiner's initials when test completed
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	---->*	---->*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	---->*	---->*	---->*			
5.6.1	Other missed approach procedures	P*	---->*	---->*	---->*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*					M*	
5.7	Recovery from unusual attitudes (this one depends on the quality of the FFS)	P*	---->*	---->*	---->*		M*	
SECTION 6 — ADDITIONAL AUTHORISATION ON A TYPE RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60 M (CAT II/III)								



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
6	<p>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III).</p> <p>The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</p>							
6.1	Rejected take-off at minimum authorised RVR		P	---->			M*	
6.2	<p>ILS approaches</p> <p>In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed</p>		P	---->			M*	



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
		OTD	FTD	FFS	As	Instructor's initials when training completed	Chkd in FFS As	Examiner's initials when test completed
6.3	<p>Go-around</p> <p>After approaches as indicated in 6.2 on reaching DH.</p> <p>The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure</p>		P	---->			M*	
6.4	<p>Landing(s)</p> <p>With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</p>		P	---->			M*	
<b>SECTION 7 — OPTIONAL EQUIPMENT</b>								
7	Use of optional equipment		P	---->				



## ANNEX II

### CONDITIONS FOR THE CONVERSION OF EXISTING NATIONAL LICENCES AND RATINGS FOR AEROPLANES AND HELICOPTERS

#### A. AEROPLANES

##### 1. Pilot licences

A pilot licence issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL licence provided that the applicant complies with the following requirements:

- (a) for ATPL(A) and CPL(A), complete as a proficiency check the revalidation requirements of Part-FCL for type/class and instrument rating, relevant to the privileges of the licence held;

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- (b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;

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- (c) demonstrate language proficiency in accordance with FCL.055;

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- (d) comply with the requirements set out in the following table:

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(A)	>1500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable	(a)
ATPL(A)	>1500 on multi-pilot aeroplanes	None	as in (c)(4)	as in (c)(5)	(b)
ATPL(A)	>500 on multi-pilot aeroplanes	Demonstrate knowledge of flight planning and performance as required by FCL.515	ATPL(A), with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(c)



National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL/IR(A) and passed an ICAO ATPL theory test in the Member State of licence issue		(i) demonstrate knowledge of flight planning and performance as required by FCL.310 and FCL.615(b)  (ii) meet remaining requirements of FCL.720.A (c)	CPL/IR(A) with ATPL theory credit	Not applicable	(d)
CPL/IR(A)	> 500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes CS-23 commuter category or equivalent in accordance with the relevant requirements of Part-CAT and Part-ORO for commercial air transport	(i) pass an examination for ATPL(A) knowledge in the Member State of licence issue*  (ii) meet remaining requirements of FCL.720.A (c)	CPL/IR(A) with ATPL theory credit	Not applicable	(e)
CPL/IR(A)	<500 as PIC on single-pilot aeroplanes	Demonstrate knowledge of flight planning and flight performance for CPL/IR level	As (4)(f)	Obtain multi-pilot type rating in accordance with Part-FCL	(g)
CPL(A)	>500 as PIC on single-pilot aeroplanes	Night rating, if applicable	CPL(A), with type/class ratings restricted to single-pilot aeroplanes		(h)



National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL(A)	<500 as PIC on single-pilot aeroplanes	(i) night rating, if applicable; (ii) demonstrate knowledge of flight performance and planning as required by FCL.310	as (4)(h)		(i)
PPL/IR(A)	≥75 in accordance with IFR		PPL/IR(A) (the IR restricted to PPL)	Demonstrate knowledge of flight performance and planning as required by FCL.615(b)	(j)
PPL(A)	≥70 on aeroplanes	Demonstrate the use of radio navigation aids	PPL(A)		(k)

\* CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane type, but will not be given ATPL(A) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot aeroplane, they must comply with column (3), row (e)(i) of the above table.



## ▼ B

**2. Instructor certificates**

An instructor certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the applicant complies with the following requirements:

National certificate or privileges held	Experience	Any further requirements	Replacement Part-FCL certificate
(1)	(2)	(3)	(4)
FI(A)/IRI(A)/TRI(A)/CRI(A)	as required under Part-FCL for the relevant certificate	N/A	FI(A)/IRI(A)/TRI(A)/CRI(A)

**3. SFI certificate**

A SFI certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

National certificate held	Experience	Any further requirements	Replacement Part-FCL certificate
(1)	(2)	(3)	(4)
SFI(A)	>1500 hours as pilot of MPA	(i) hold or have held a CPL, MPL or ATPL for aeroplanes issued by a Member State; (ii) have completed the flight simulator content of the applicable type rating course including MCC.	SFI(A)
SFI(A)	3 years recent experience as a SFI	have completed the flight simulator content of the applicable type rating course including MCC	SFI(A)

The conversion shall be valid for a maximum period of 3 years. Revalidation shall be subject to the completion of the relevant requirements set out in Part-FCL.



**4. STI certificate**

An STI certificate issued by a Member State in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
STI(A)	> 500 hours as pilot on SPA	(i) hold or have held a pilot licence issued by a Member State;  (ii) have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(A)
STI(A)	3 years recent experience as a STI	have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(A)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

**B. HELICOPTERS****1. Pilot licences**

A pilot licence issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL licence provided that the applicant complies with the following requirements:

- (a) complete as a proficiency check the revalidation requirements of Part-FCL for type and instrument rating, relevant to the privileges of the licence held;

▼ M3

- (b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;

▼ B

- (c) demonstrate language proficiency in accordance with FCL.055;

▼ M3

- (d) comply with the requirements set out in the following table:



National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(H) valid IR(H)	>1000 as PIC on multi-pilot helicopters	none	ATPL(H) and IR	Not applicable	(a)
ATPL(H) no IR(H) privileges	>1000 as PIC on multi-pilot helicopters	none	ATPL(H)		(b)
ATPL(H) valid IR(H)	>1000 on multi-pilot helicopters	None	ATPL(H), and IR with type rating restricted to co-pilot	demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(c)
ATPL(H) no IR(H) privileges	>1000 on multi-pilot helicopters	None	ATPL(H) type rating restricted to co-pilot	demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(d)
ATPL(H) valid IR(H)	>500 on multi-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by FCL.515 and FCL.615(b)	as (4)(c)	as (5)(c)	(e)
ATPL(H) no IR(H) privileges	>500 on multi-pilot helicopters	as (3)(e)	as (4)(d)	as (5)(d)	(f)



National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL/IR(H) and passed an ICAO ATPL(H) theory test in the Member State of licence issue		(i) demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b);  (ii) meet remaining requirements of FCL.720.H(b)	CPL/IR(H) with ATPL(H) theory credit, provided that the ICAO ATPL(H) theory test is assessed as being at Part-FCL ATPL level	Not applicable	(g)
CPL/IR(H)	>500 hrs on multi-pilot helicopters	(i) to pass an examination for Part-FCL ATPL(H) theoretical knowledge in the Member State of licence issue*  (ii) to meet remaining requirements of FCL.720.H (b)	CPL/IR(H) with Part-FCL ATPL(H) theory credit	Not applicable	(h)
CPL/IR(H)	>500 as PIC on single-pilot helicopters	None	CPL/IR(H) with type ratings restricted to single-pilot helicopters		(i)
CPL/IR(H)	<500 as PIC on single-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b)	as (4)(i)	obtain multi-pilot type rating as required by Part-FCL	(j)



National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL(H)	>500 as PIC on single-pilot helicopters	night rating	CPL(H), with type ratings restricted to single-pilot helicopters		(k)
CPL(H)	<500 as PIC on single-pilot helicopters	night rating demonstrate knowledge of flight performance and planning as required by FCL.310	as (4) (k)		(l)
CPL(H) Without night rating	>500 as PIC on single-pilot helicopters		As (4)(k) and restricted to day VFR operations	Obtain multi-pilot type rating as required by Part-FCL and a night rating	(m)
CPL(H) Without night rating	<500 as PIC on single-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by FCL.310	As (4)(k) and restricted to day VFR operations		(n)
PPL/IR(H)	≥75 in accordance with IFR		PPL/IR(H) (the IR restricted to PPL)	demonstrate knowledge of flight performance and planning as required by FCL.615(b)	(o)
PPL(H)	≥75 on helicopters	demonstrate the use of radio navigation aids	PPL (H)		(p)

\*CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but



will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must comply with column (3), row (h)(i) of the table.

▼ B**2. Instructor certificates**

An instructor certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the applicant complies with the following requirements:

National certificate or privileges held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
FI(H)/IRI(H)/TRI(H)	as required under Part-FCL for the relevant certificate		FI(H)/IRI(H)/TRI(H)*

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

**3. SFI certificate**

An SFI certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
SFI(H)	>1.000 hours as pilot of MPH	(i) hold or have held a CPL, MPL or ATPL issued by a Member State;  (ii) have completed the flight simulator content of the applicable type rating course including MCC	SFI(H)
SFI(H)	3 years recent experience as an SFI	have completed the simulator content of the applicable type rating course including MCC	SFI(H)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.



**4. STI certificate**

An STI certificate issued by a Member State in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
STI(H)	>500 hours as pilot on SPH	(i) hold or have held a pilot licence issued by a Member State;  (ii) have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(H)
STI(H)	3 years recent experience as an STI	have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(H)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.



**ANNEX III**  
**CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF**  
**OF THIRD COUNTRIES**

**A. VALIDATION OF LICENCES**

General

▼ M3

1. A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.

Pilots shall apply to the competent authority of the Member State where they reside or are established. If they are not residing in the territory of a Member State, pilots shall apply to the competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.

▼ B

2. The period of validation of a licence shall not exceed 1 year, provided that the basic licence remains valid.

This period may only be extended once by one year by the competent authority that issued the validation when, during the validation period, the pilot has applied, or is undergoing training, for the issuance of a licence in accordance with Part-FCL. This extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL.

The holders of a licence accepted by a Member State shall exercise their privileges in accordance with the requirements stated in Part-FCL.

**Pilot licences for commercial air transport and other commercial activities**

3. In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:

- (a) complete, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;

▼ M3

- (b) demonstrate that he/she/the pilot has acquired knowledge of the relevant parts of the operational requirements and Part-FCL;
- (c) demonstrate that he/she/the pilot has acquired language proficiency in accordance with FCL.055;

▼ B

- (d) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;

▼ M3

- (e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges
(1)	(2)	(3)



ATPL(A)	>1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR*	>1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(b)
CPL(A)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	>1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to operational requirements	(d)
ATPL(A), CPLA(A)/IR, CPL(A)	>700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	(e)
CPL(A)	>1500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC	(f)

\* CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

▼ B

(f) in the case of helicopters, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges
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(1)	(2)	(3)	
ATPL(H) valid IR	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations	(c)
ATPL(H) no IR privileges	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR*	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)
CPL(H)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	>700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport	(g)

\* CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before acceptance.

#### Pilot licences for non-commercial activities with an instrument rating

4. In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
- (a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 to Part-FCL;
  - (b) demonstrate that he/she has acquired knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;
- ▼ M3
- (c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;

▼ B



- (d) hold at least a valid Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;

▼ M3

- (e) have a minimum experience of at least 100 hours of instrument flight time as PIC in the relevant category of aircraft.

▼ B**Pilot licences for non-commercial activities without an instrument rating**

5. In the case of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
- (a) demonstrate that he/she has acquired knowledge of Air Law and Human Performance;
  - (b) pass the PPL skill test as set out in Part-FCL;
  - (c) fulfil the relevant requirements of Part-FCL for the issuance of a type or class rating as relevant to the privileges of the licence held;
  - (d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
  - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

**Validation of pilot licences for specific tasks of limited duration**

6. Notwithstanding the provisions of the paragraphs above, in the case of manufacturer flights, Member States may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:
- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

▼ M3

- (b) is employed, directly or indirectly, by an aircraft manufacturer or a competent authority.

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In this case, the privileges of the holder shall be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

**B. CONVERSION OF LICENCES**▼ M3

1. A PPL/BPL/SPL, a CPL or an ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by the competent authority of a Member State. ▼ B
2. The holder of the licence shall comply with the following minimum requirements, for the relevant aircraft category:



- (a) pass a written examination in Air Law and Human Performance;
- (b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Part-FCL;
- (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;
- (d) hold at least a Class 2 medical certificate, issued in accordance with Part-Medical;
- (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
- (f) have completed at least 100 hours of flight time as a pilot.

### C. ACCEPTANCE OF CLASS AND TYPE RATINGS

1. A valid class or type rating contained in a licence issued by a third country may be inserted in a Part-FCL licence provided that the applicant:
  - (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;
  - (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;
  - (c) is in current flying practice;
  - (d) has no less than:
    - (1) (i) ——— for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;
    - (2) (ii) ——— for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;
    - (3) (iii) ——— for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;
    - (4) (iv) ——— for all other helicopters, 350 hours of flight experience as a pilot on that type.



#### 4. Draft Acceptable Means of Compliance and Guidance Material (Draft EASA Decision)

As indicated in '1.2. The structure of this NPA and related documents':

- **NPA (B)** contains the amendments to existing AMC and GM to Part-FCL;
- **NPAs (C)(1), (C)(2) and (C)(3)** contain the draft Flight Examiner Manual (FEM); and
- **NPAs (D)(1) and (D)(2)** contain the Learning Objectives (LOs).



## 5. References

### 5.1. Affected regulations

- Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1), as amended by Commission Regulation (EU) No 290/2012 of 30 March 2012 (OJ L 100, 5.4.2012, p. 1), Commission Regulation (EU) No 70/2014 of 27 January 2014 (OJ L 23, 28.1.2014, p. 25), and Commission Regulation (EU) No 245/2014 of 13 March 2014 (OJ L 74, 14.3.2014, p. 33)

### 5.2. Affected CS, AMC and GM

- Annex to ED Decision 2011/016/R of 15 December 2011 on 'Acceptable Means of Compliance and Guidance Material to Part-FCL' (Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council)
- Annex to ED Decision 2014/022/R of 1 April 2014 on 'AMC and GM to Part-FCL – Amendment 1' (amending the Acceptable Means of Compliance and Guidance Material to Part-FCL of Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council)

### 5.3. Reference documents

Not applicable.

## 6. Appendices

Not applicable.

