14 October 2016

1. General

Separate EASA Type Rating & License Endorsement Lists Flight Crew are published by the Agency, one for Helicopters and one for all other aircraft. These lists constitute the class and type of aircraft categorisations in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft), FCL.700 and GM1 FCL.700 of Annex I of Commission Regulation (EU) No 1178/2011 of 3 November 2011 ("Part-FCL"), as amended.

The lists indicate if Operational Evaluation Board (OEB) Flight Crew reports or Operational Suitability Data (OSD) Flight Crew are available, as described in Article 7a of Commission Regulation (EU) No 748/2012 as amended by Commission Regulation (EU) No 69/2014 of 27 January 2014. EASA Type Certificate Data Sheets and the EASA STC summary table may contain further references to OSD. Complete current OEB/OSD information is held by the applicant (normally the TC or STC holder).

The lists further provide aircraft specific references relevant to flight crew qualifications and air operations.

Part-FCL[1], paragraph FCL.010 (Definitions) states: *'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.* Part-FCL paragraph FCL.700 describes the circumstances in which a class or type rating is required and establishes the need to publish type rating and license endorsement lists by the Agency.

Aircraft which are considered as Annex II aircraft as referred to in Article 4(4) of the Basic Regulation[2] may be listed in the tables in support of harmonized license endorsements, or when their operation could be subject to requirements relevant to flight crew qualifications and air operations (i.e. used in commercial air transport).

2. Aircraft Class Ratings

Aircraft class rating designations are incorporated within the lists.

Aircraft within a class rating are not individually listed, except for all aircraft within the class rating SET, and for other aircraft which have received a specific license endorsement and/or an operational evaluation.

2.1 Class Rating "SET" for SP Single-Engine Turbo-Prop Aircraft

A class rating "SET" for single-pilot single-engine turbo-prop aircraft is established within the lists. Aircraft which are to be added to the class rating SET require an operational suitability data evaluation. All aircraft within the class ratings SET are listed individually in the table. Aircraft which had previously been designated as SET by the JAA under the provisions of JAR-FCL 1 are retained in the class ratings SET without further operational evaluation.

[1] 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, as amended.

[2] REGULATION (EC) No 216/2008 OF THE EUROPEAN PARLIAMENT AND OF 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, as amended.

3. EASA Type Rating & License Endorsement Lists

These lists provide users a consolidated overview of established type rating designations and associated license endorsements. The Type Rating & License Endorsement Lists do not include information for all aircraft. In particular, aircraft may not be included if they are part of a class rating SEP (land/sea), MEP (land/sea), TMG, or not subject to an operational suitability data evaluation in accordance with Part-21.

The lists further indicate whether aircraft are defined as complex aircraft in accordance with the Basic Regulation and if they are classified as (single-pilot) High Performance Aircraft (HPA) in accordance with Part-FCL.

The lists also indicate whether aircraft have been classified as variants. Flight Crew type rating and variant designations are established by the Agency through the OSD Flight Crew evaluation process and are valid for the evaluated aircraft make and model, only. AMC2 ORO.FC.240 (Operation on more than one type or variant) (b) states that "… *Unless credits have been established by the operational suitability data in accordance with Commission Regulation (EU) 1702/2003, all training, checking and recent experience requirements should be completed independently for each type or variant …*"

③ License Endorsement

The license endorsement is established in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft), FCL.700 and GM1 FCL.700 of Annex I of Commission Regulation (EU) No 1178/2011 of 3 November 2011 ("Part-FCL"), as amended.

Occasionally, the addition of a new aircraft variant may lead to a change in an existing license endorsement. In these cases, the previous license endorsement remains valid but should be replaced with the amended endorsement during the next routine license renewal.

④ Aircraft Variants

1. Aircraft within class ratings

Aircraft within class ratings may not have associated operational suitability data in accordance with Part-21. The "EASA Type Rating & License Endorsement Lists Flight Crew" provide categories of class ratings – such as SEP, MEP, SET, etc. – and indicate aircraft which are considered as variants.

Aircraft within the same class rating which are separated by a horizontal line in the tables require differences training, whereas those aircraft which are contained in the same box require familiarisation training when transitioning from one aircraft to another.[3] As an example, SEP (land) aircraft with variable pitch propeller and SEP (land) aircraft with retractable undercarriage require differences training (unless credits have been established through the OSD), whereas two different SEP (land) aircraft, both with cabin pressurisation require familiarisation training.

All aircraft within the same class rating MEP or SET require differences training unless credits have been established by operational suitability data in accordance with Part-21 (OSD).

Unless determined by the OSD, revalidation for each SET aircraft must be accomplished individually.

[3] Refer to GM1 FCL.135.A; FCL.135.H DIFFERENCES AND FAMILIARISATION TRAINING:
(a) Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.
(b) Familiarisation training requires the acquisition of additional knowledge.

Example of aircraft with class ratings in the Type Rating & License Endorsement List for Flight Crew

Manufacturer	Aircraft Model / Name	License Endorsement	Variants	Complex	SP / SP HPA / MP	OEB FC REPORT / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
All manufacturers	All powered sailplanes having an integrally mounted, non-retractable engine and a non-retractable propeller, capable of taking off and climbing under its own power.	TMG	X	—	SP		Class Rating TMG Aircraft within the class rating TMG (Touring Motor Glider) are not listed individually in this table, unless Operational Suitability Data have been established.
All manufacturers	…	SEP (land)	X	—	SP		Class Rating SEP (land) Aircraft within the class rating SEP (land) are not listed individually in this table, unless Operational Suitability Data have been established.
	Single-engine piston (land) with Variable pitch propellers (VP)						
	Single-engine piston (land) with Retractable undercarriage (RU)						
	…						
	…						
	…						
	…						
	…						
All manufacturers	Single-engine turbo-prop engines	SET	X	—	SP		Class Rating SET All aircraft within the class rating SET are listed individually in this table and require an operational suitability data evaluation. Unless determined by the OSD, differences training is required between all SET aircraft and revalidation for each SET aircraft must be accomplished individually.
All manufacturers	Multi-engine piston (land)	MEP (land)	X	—	SP		EASA Class Rating MEP (land) Aircraft within the class rating MEP (land) are not listed individually in this table, unless Operational Suitability Data have been established. Unless determined by the OSD, differences training is required between all MEP (land) aircraft.

2. Aircraft with type ratings

Where more than one aircraft model/name is listed in column ② under the same license endorsement, these aircraft are designated as variants of the same type of aircraft. This is indicated by "X" in column ④.

Aircraft models/names of variants which are separated by a horizontal line require differences training (example B737-500 series and B737-600 series), whereas those variants which are contained in the same box only require familiarisation training (example B737-300 series and B737-400 series), when transitioning from one variant to another.

Normally, the variant designation is the result of an operational evaluation referenced in column ⑦ and ⑧. The referenced document(s) may contain specific details regarding pilot training, checking and currency, as well as prerequisites, credits, or limitations, and must be consulted. Transitioning between variants may not have been evaluated between all models or in all directions.

Operational Evaluation Board (OEB) Flight Crew reports are published on the EASA website; Operational Suitability Data (OSD) Flight Crew are held by the relevant (Supplemental) Type Certificate Holder and available on request in accordance with Article 7a of Commission Regulation (EU) No 748/2012 as amended by Commission Regulation (EU) No 69/2014 of 27 January 2014. In case of discrepancies, the OEB/OSD document(s) take precedence over the Type Rating & License Endorsement lists.

Where variant determinations are established without an operational evaluation, operators, ATOs or Competent Authorities should assess the differences, as applicable.

Example of aircraft with type ratings in the Type Rating & License Endorsement List for Flight Crew

Manufacturer	Aeroplane Model / Name	License Endorsement	Variants	Complex	SP / SP HPA / MP	OEB FC REPORT / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
Boeing	B737 -100 series -200 series	B737 100-200	X	X	MP	—	
	B737 - 300 series - 400 series - 500 series	B737 300-900	X	X	MP	X	OSD FC B737
	- 600 series - 700 series - 800 series - 900 series - 8 (MAX)						
Eclipse Aerospace	Eclipse 500	EA500	—	X	SP HPA	X	OSD FC EA 500 OEB FC REPORT Jet Ready EA500 Oxygen System (STC), dated 19 Jul 2011

⑤ Complex

The mark "X" in column ⑤ indicates that an aircraft is categorized as complex motor-powered aircraft in accordance with the definition in the Basic Regulation.

⑥ Single-Pilot (SP) / SP High Performance Aeroplane (HPA) / Multi-Pilot (MP)

Column ⑥ indicates if an aircraft is certified for a minimum of one pilot (SP), classified as high performance aeroplane (SP HPA) in accordance with Part-FCL requirements, or certified for a minimum of two pilots (MP).

Note: Aircraft which are certified for SP may be operated in a multi-crew environment for a variety of reasons. Applicable requirements relevant to flight crew qualifications and air operations apply, OSD for flight crew may contain additional provisions, where available.

⑦ OEB Flight Crew Report / OSD Flight Crew

The mark "X" in column ⑦ indicates the availability of operational suitability data either from an OEB Flight Crew report or OSD Flight Crew evaluation.

⑧ Remarks

The remarks column references available OEB/OSD Flight Crew documents, a class rating determination, or any other pertinent information.