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1. General

Two separate EASA type rating and licence endorsement lists — flight crew are published by EASA, 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) and FCL.700 of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 of 3 November 2011¹ as well as in accordance with GM1 FCL.700.

The lists indicate if Operational Evaluation Guidance Material (OE GM) or Operational Suitability Data (OSD) flight crew are available, as described in Article 7a of Commission Regulation (EU) No 748/2012. EASA type certificate data sheets (TCDSs) and the list of EASA supplemental type certificates contain further references to OSD. Complete current OSD information is held by the relevant type certificate (TC) or STC holder.

Furthermore, the lists provide aircraft-specific references relevant to flight crew qualifications and air operations.

FCL.010 'Definitions' defines types of aircraft as follows:

'type of aircraft' means a categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), and which includes all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.

FCL.700 describes the circumstances in which a class or type rating is required and GM1 FCL.700 describes tables for the classification of class rating aircraft.

Aircraft referred to in Annex II to Regulation (EC) No 216/2008² (hereinafter referred to as the 'Basic Regulation') may be listed in the tables in support of harmonised licence 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 with specific provisions.

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 (OJ L 311, 25.11.2011, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1479211577681&uri=CELEX:32011R1178>).

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 (OJ L 79, 19.3.2008, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1479123914789&uri=CELEX:32008R0216>).

2.1 Class rating 'SET' for single pilot (SP) single-engine (SE) turbo-prop aircraft

The class rating 'SET' for SP SE turbo-prop aircraft is established within the lists. All aircraft within the class rating SET are listed individually in the table. Aircraft are added to the class rating SET following EASA classification. Aircraft which had previously been designated as 'SET' by the Joint Aviation Authorities (JAA) under the provisions of JAR-FCL 1 are retained in the class rating 'SET' without further assessment.

3. EASA type rating and licence endorsement lists

These lists provide users with a consolidated overview of established type rating designations and associated licence endorsements. The type rating and licence endorsement lists do not include information for all aircraft. In particular, aircraft may not be included if they are part of a class rating single-engine piston (SEP) (land/sea), multi-engine piston (MEP) (land/sea), touring motor glider (TMG), or not subject to an OSD evaluation in accordance with Part-21.

Furthermore, the lists 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.

Finally, the lists indicate whether aircraft have been classified as variants. Flight crew type rating and variant designations are established by EASA through the OSD flight crew evaluation process and are only valid for the evaluated aircraft make and model.

③ Licence endorsement

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

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

④ Aircraft variants

1. Aircraft within class ratings

Aircraft within class ratings do not have associated OSD in accordance with Part-21. The 'EASA type rating and licence 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 cell require familiarisation when transitioning from one aircraft to another³. As an example, a SEP (land) aeroplane with variable pitch propeller and a SEP (land) aeroplane with retractable undercarriage require differences training, whereas two different SEP (land) aeroplanes, both with cabin pressurisation require familiarisation.

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 requires the acquisition of additional knowledge.

All aircraft within the same class rating MEP or SET require differences training, unless indicated otherwise in the list.

Revalidation for each SET aircraft must be accomplished individually, unless indicated otherwise in the list.

Example of aircraft with class ratings in the ‘Type rating and licence endorsement list — flight crew’

Manufacturer	Aircraft model/name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / 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 Aeroplanes within the class rating touring motor glider (TMG) are not listed individually in this table, unless specific provisions have been established.
All manufacturers	...	SEP (land)	X	—	SP		Class rating SEP (land) Aeroplanes within the class rating SEP (land) are not listed individually in this table, unless specific provisions 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 aeroplanes within the class rating SET are listed individually in this table and require EASA classification. All aeroplanes within the class rating SET require differences training, unless indicated otherwise in the list. Revalidation for each SET aeroplane must be accomplished individually, unless indicated otherwise in the list.

Manufacturer	Aircraft model/name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
All manufacturers	Multi-engine piston (land)	MEP (land)	X	—	SP		<p>Class rating MEP (land)</p> <p>Aircraft within the class rating MEP (land) are not listed individually in this table, unless specific provisions have been established.</p> <p>All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list.</p>

2. Aircraft with type ratings

Where more than one aircraft model/name are listed in column ② under the same licence 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 (for example, B737-500 series and B737-600 series), whereas those variants which are contained in the same cell only require familiarisation (for 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 Guidance Material (OE GM) Flight Crew documents are published on the EASA website. OSD flight crew documents are held by the relevant (S)TC holder and available in accordance with Part-21, 21.A.62. A list of OSD TC-STC holder contacts is published on the EASA website.

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 and licence endorsement list — flight crew'

Manufacturer	Aeroplane model / Name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / 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

Manufacturer	Aeroplane model / Name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
	- 600 series - 700 series - 800 series - 900 series - 8 (MAX)						
Eclipse Aerospace	Eclipse 500	EA500	—	X	SP HPA	X	OE GM (OEB report EA 500) OE GM (OEB report Jet Ready EA500 Oxygen System (STC), dated 19 Jul 2011)

⑤ Complex

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

⑥ Single-pilot (SP)/SP 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 OE GM / OSD FC

The mark 'X' in column ⑦ indicates the availability of Operational Evaluation Guidance Material (OE GM) or of an Operational Suitability Data Flight Crew (OSD FC) document.

OSD FC documents are established in accordance with the Part-21 aircraft type certification provisions, are held by the (S)TC holder and made available in accordance with Part-21, para. 21.A.62.

Where no OSD FC documents exist, Operational Evaluation Guidance Material (OE GM) – Flight Crew may be established by the Agency to assist Competent Authorities, operators, training organisations, instructors and any other personnel involved in flight crew training and air operations. Contrary to OSD FC documents, OE GM documents do not establish any regulatory requirements and do not constitute Operational Suitability Data (neither mandatory nor non-mandatory elements). OE GM documents, explanatory notes, the EASA pilot type rating lists, as well as an OSD Contact list are published on the EASA website at <https://www.easa.europa.eu/document-library/operational-suitability-data>

⑧ Remarks

The remarks column references available OE GM or OSD flight crew documents, a class rating determination, or any other pertinent information.