1. General

Three separate EASA class/type rating and licence endorsement lists — flight crew are published by EASA, one for helicopters, one for aeroplanes and one for airships. 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 2011[1] as well is accordance with GM1 FCL.700.

Three additional appendices are available for info only:

1. APPENDIX 1 - FOR INFO ONLY Old Annex I aircraft list, previously listed under EASA type rating and licence endorsement list flight crew – Fixed Wing
2. APPENDIX 2 - FOR SUPPORTING REFERENCE ONLY - SET, SEP and MEP class ratings previously listed under EASA type rating and old licence endorsement list flight crew – Aeroplanes
   New appendix created to remove misleading information previously listed in the class/type rating endorsement list.
   IMPORTANT NOTE: Appendix 2 should be used to identify:
   - If the aircraft is complex / non-complex;
   - If the aircraft is SP / SP HPA / MP
   - when familiarisation is applicable.
3. APPENDIX 3 - FOR INFO ONLY Old Annex I aircraft list, previously listed under EASA type rating and licence endorsement list flight crew – Helicopters

The lists indicate if 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.

2. Aircraft class ratings

Aircraft class rating designations are incorporated within the lists.

[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).

Aircraft within a class rating are not individually listed, except for aircraft with specific provisions.

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), class rating single-engine turbine (SET) (land/sea), multi-engine piston (MEP) (land/sea), touring motor glider (TMG), or not subject to an OSD evaluation in accordance with Part-21.

In case an aircraft is amphibious, SET (land) and SET (sea) ratings should be endorsed in the license if the training to operate the aircraft on land and over water has been completed. Otherwise, only one rating should be endorsed, as appropriate for the specific case.

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 is 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.

NOTE: Endorsement of single pilot and multi pilot operations privileges

An extract from the EASA Opinion No 05/2023 related to the update to point FCL.725(d). Point (d) is completely revised to introduce a new comprehensive approach as regards the licensing arrangements for single-pilot operation and multi-pilot operation in single-pilot aircraft, inspired by the principles that were introduced for helicopter type ratings by Regulation (EU) 2021/2227 amending the Aircrew Regulation. The amended point (d) provides for the following.

• Type rating endorsements automatically include the privileges for single-pilot operation and multi-pilot operation. In principle, no additional endorsements for limitations or extensions of privileges are necessary, except for one particular case. Privileges for multi-pilot operation can however only be exercised under an operator that is subject to Part-ORO, Subpart FC, and that operator will need to monitor and record that pilots exercise their privileges in accordance with the training and checking that they have completed for the different forms of operation.

• Pilots can exercise the privileges of their type rating in the form (or forms) of operation included in the initial type rating training and skill test. If applicable, pilots can subsequently 'activate' and

exercise their privileges for the other form of operation by complying with the relevant requirements the technical content of which has not been changed (i.e. additional training and checking, additional multi-crew cooperation training for multi-pilot operation, and advanced upset prevention and recovery training (UPRT) for aeroplanes). The additional training can take place at an ATO or an organisation to which Part-ORO, Subpart FC applies.

• Skill tests and proficiency checks can include both single-pilot operation and multi-pilot operation elements, which means that both single-pilot operation and multi-pilot operation privileges remain active.

• Only in one particular scenario is a licence endorsement for the specific form of operation necessary: an initial type rating training course for a single-pilot aircraft can be deemed fully completed only if applicants are trained to fly the aircraft as a single pilot. If an applicant completes an initial type rating training course for a single-pilot aircraft in multi-pilot operation only, that type rating training has to be considered not fully completed, thus that type of rating needs to be endorsed with a limitation to multi-pilot operation, to demonstrate that the pilot did not complete the full type rating training and obtained only single-pilot operation and multi-pilot operation privileges. To remove that limitation, the pilot needs to complete the additional necessary training and pass the proficiency check for single-pilot operation, in accordance with Appendix 9 to Part-FCL. Once pilots have obtained single-pilot operation privileges, a subsequent proficiency check in MPO only will entitle the pilot to continue to exercise their privileges only in multi-pilot operation; however, it will no longer be necessary to endorse a restriction in the type rating. The operator will be responsible for ensuring that pilots exercise only those privileges for which they have been checked.

The new point (da) clarifies the conditions under which the privileges of an aeroplane class rating can be exercised in multi-pilot operation. In principle, training as already required by Appendix 9 to Part-FCL is necessary. The main difference is that, while type ratings for single-pilot aeroplanes can be obtained with privileges either for single-pilot operation or multi-pilot operation that can subsequently be extended to the other forms of operation, class ratings cannot be obtained or maintained in multi-pilot operation only, due to the nature of class ratings encompassing a group of different products. Class rating privileges constitute, per se, single-pilot privileges. Additionally, if the conditions as set out in this point (da) are met, multi-pilot operation privileges are included in the aeroplane class privileges and holders of a single-pilot aeroplane class rating can operate aeroplanes of that class also in multi-pilot operation, with no need for an additional licence endorsement. The responsibility for keeping records of compliance of pilots with point (da) lies with the operator for which those pilots are flying.

The new point (db) ensures that, in particular scenarios, the form(s) of operation of a skill test or proficiency check in a single-pilot aircraft are entered in the pilot's logbook and signed by the examiner. If a skill test or proficiency check in a single pilot aircraft is conducted solely in single-pilot operation, there is no need for an additional remark on the form of operation (e.g. a private pilot's proficiency check in an SEP aeroplane), since this is the 'standard scenario' for a single-pilot aircraft. However, if a skill test or proficiency check in a single-pilot aircraft does not follow this 'standard scenario' and is done either in a combination of single-pilot operation and multi-pilot operation, or is done in multipilot operation only, it should be entered in the logbook.

④ Aircraft variants

1. Aircraft within class ratings

Aircraft within class ratings do not have associated OSD in accordance with Part-21. The 'EASA class/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 another[2]. 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.

All aircraft within the same class rating MEP or SET always require differences training, 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	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	(*)	(*)	—	Class rating SET Aircraft within the class rating SET (land) are not listed individually in this table unless specific provisions have been established. All aircraft within the same class rating SET require differences training, unless indicated otherwise in the Appendix 2. (*) **Refer to Appendix 2**
All manufacturers	Multi-engine piston (land)	MEP (land)	X	—	SP	—	Class rating MEP (land) Aircraft within the class rating MEP (land) are not listed individually in this table, unless specific provisions have been established. All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list.

[2] 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.

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.

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 "EASA Type rating and licence endorsement list"

Manufacturer	Aeroplane model / Name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	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	
	- 600 series - 700 series - 800 series - 900 series - 8 (MAX)						
Eclipse Aerospace	Eclipse 500	EA500	—	X	SP HPA	X	

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 OSD FC

The mark 'X' in column ⑦ indicates the availability 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– 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. OSD Contact list are published on the EASA website at https://www.easa.europa.eu/document-library/operational-suitability-data

⑧ Remarks

Relevant information in relation training and differential training are indicated in this column.