Annex to CRD to NPA 2014-29(A)

Commission Regulation (EU) No 1178/2011

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ANNEX I

[PART-FCL]

SUBPART A

GENERAL REQUIREMENTS

FCL.001 Competent authority

For the purpose of this Annex (Part-FCL), the competent authority shall be an authority designated by the Member State to which~~om~~ a person applies for the issue of pilot licences or associated ratings or certificates.

FCL.005 Scope

This Annex (Part-FCL) 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 Annex (Part-FCL), the following definitions, appearing in alphabetical order below, apply:

'accessible' means that a device can be used by:

— the approved training organisation (ATO) under whose approval a training course for a class or type rating is being conducted; or

— the examiner conducting the assessment of competence, skill test or proficiency check for the purpose of assessing, testing and checking.

'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, certificates or ratings other than the aerobatic rating.

'aeroplane' means an engine-driven, fixed-wing, heavier-than-air 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~~in the air operator certificate (AOC).

'aeroplane upset prevention and recovery training (UPRT)' means training consisting of:

— aeroplane upset prevention training: a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to prevent aeroplane upsets; and

— aeroplane upset recovery training: a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to recover from aeroplane upsets.

'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 Annex (Part-FCL), are included in the definition of balloon.

~~'~~angular operation' means an instrument approach operation in which the maximum tolerable error/deviation from the planned track is expressed in terms of deflection of the needles on the course deviation indicator ~~(CDI)~~ or equivalent display in the cockpit.

'assessment of competence' means the demonstration of skill, knowledge and attitude for the initial issue, revalidation or renewal of an instructor or examiner certificate.

'available FSTD' means any flight simulation training device (FSTD) that is vacant for use of the FSTD operator or of the customers irrespective of any time consideration.

'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 Annex (Part-FCL), 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~~ their 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; and

— 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~~ IFR.

‘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 solely by reference to instruments’ means that the pilots fly the aircraft without any external visual references, in simulated or actual instrument meteorological conditions (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 (~~FSTDs~~)~~.

‘instrument time’ means instrument flight time or instrument ground time.

‘linear operation’ means an instrument approach operation in which the maximum tolerable error/deviation from the planned track is expressed in units of length, for instance nautical miles, for cross-track lateral deviation.

‘LNAV’ means lateral navigation.

‘LPV’ means localiser performance with vertical guidance.

‘multi-pilot operation’:

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

— for helicopters, it means an operation requiring at least ~~2~~ two 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~~ in the ~~air operator certificate~~ AOC or an 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 (OTDs)’ means training aids other than ~~flight simulators, flight training devices or flight and navigation procedures trainers~~ FSTDs which provide means for training where a complete flight deck environment is not necessary.

‘performance-based navigation (PBN)’ means area navigation based on performance requirements for aircraft operating along an air traffic services (ATS) route, on an instrument approach procedure or in a designated airspace.

‘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~~ PIC, the duties and functions of a ~~pilot-in-command~~ PIC.

‘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 Annex (Part-FCL).

‘proficiency check’ means the demonstration of skill to revalidate or renew ratings or privileges, 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 holders to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

‘RNP APCH’ means a PBN specification used for instrument approach operations.

‘RNP APCH operation down to LNAV minima’ means a 2D instrument approach operation for which the lateral guidance is based on global navigation satellite system (GNSS) positioning.

‘RNP APCH operation down to LNAV/VNAV minima’ means a 3D instrument approach operation for which the lateral guidance is based on GNSS positioning and the vertical guidance is provided either by the Baro VNAV function or by the GNSS positioning including satellite-based augmentation system (SBAS).

‘RNP APCH operation down to LPV minima’ means a 3D instrument approach operation for which both lateral and vertical guidance are based on GNSS positioning including SBAS.

‘RNP AR APCH’ means a navigation specification used for instrument approach operations requiring a specific approval.

‘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 the ~~pilot-in-command~~ ~~PIC on~~PIC in 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.

‘three-dimensional (3D) instrument approach operation’ means an instrument approach operation using both lateral and vertical navigation guidance.

‘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~~ is capable of taking off and climbing under its own power according to its flight manual.

‘two-dimensional (2D) instrument approach operation’ means an instrument approach operation using lateral navigation guidance only.

‘type of aircraft’ means a categorisation of aircraft requiring a type rating as determined in the operational suitability data ~~(OSD)~~ 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.

‘Type rating and licence endorsement list’ means a list published by the Agency based on the result of the OSD evaluation and containing classes and types of aircraft for the purpose of flight crew licensing.

‘VNAV’ means vertical navigation.

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

(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~~ applicants comply ~~ies~~ with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Annex (Part-FCL) and in Annex IV (Part-MED) ~~edical~~.

(b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed ~~i~~on 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 Annex (Part-FCL).

(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~~ pilots ~~have~~s requested a change of competent authority and a transfer of ~~his~~their licensing and medical records to that authority.

FCL.020 Student pilots

(a) Student pilots shall not fly solo unless authorised to do so and supervised by a flight instructor.

(b) Before ~~his/her~~their first solo flight, ~~a~~ student pilots shall be at least:

(1) in the case of aeroplanes, helicopters and airships: 16 years of age; and

(2) in the case of sailplanes and balloons: 14 years of age.

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

(a) Responsibilities of ~~the~~ applicants

(1) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or rating under the responsibility of ~~one~~ the same Member State's competent authority.

(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.

(3) The recommendation by an ATO shall be valid for 12 months. If applicants ~~has~~have 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 applicants.

(b) Pass standards

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

(2) Unless otherwise determined in this Annex (Part-FCL)~~Part~~, ~~an~~ applicants ~~has~~have successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when ~~he/she~~they ~~has~~have 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.

(3) If ~~an~~ applicants for the ATP theoretical knowledge examination, or for the issue of a commercial pilot licence (CPL), an instrument rating (IR) or an en route instrument rating (EIR) ~~has~~have failed to pass one of the theoretical knowledge examination papers within ~~4~~ four attempts, or ~~has~~have failed to pass all papers within either ~~6~~ six sittings or the period mentioned in ~~paragraph~~ point (2), ~~he/she~~they shall retake the complete set of theoretical knowledge examination papers.

(4) ~~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.~~ If applicants for the issue of a light aircraft pilot licence (LAPL), a private pilot licence (PPL), a sailplane pilot licence (SPL) or a balloon pilot licence (BPL) have failed to pass one of the theoretical knowledge examination papers within four attempts or have failed to pass all papers within the period mentioned in point (2), they shall retake the complete set of theoretical knowledge examination papers.

(5) Before retaking the theoretical knowledge examinations, applicants 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 applicants.

(c) Validity period

(1) The successful completion of the theoretical knowledge examinations will be valid:

(i) for the issue of an LAPL~~light aircraft pilot licence~~, a ~~private pilot licence~~ PPL, an ~~sailplane pilot licence~~ SPL or a ~~balloon pilot licence~~BPL, for a period of ~~24 months~~2 years;

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

~~T~~~~(iii) t~~he periods in points (i) and (ii) shall be counted from the day when the pilots successfully completes~~s~~ the theoretical knowledge examination, in accordance with point (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~~ a licence; or

(ii) in the case of helicopters, a helicopter's type rating entered in ~~that~~ a licence.

FCL.030 Practical skill test

(a) Before a skill test for the issue of a licence~~,~~ or rating ~~or certificate~~ is taken, ~~the~~ applicants shall have passed the required theoretical knowledge examination, except in the case of applicants ~~undergoing~~ completing 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~~ATPL, ~~the~~ applicants for a skill test shall be recommended for the test by the ~~organisation~~ATO or ~~/~~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

(1) Unless otherwise specified in this Annex (Part-FCL)~~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) Pilot-in-command (PIC) or under instruction

(i) A~~n a~~pplicants for the issue of 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) G~~A g~~raduates of an airline transport pilot (ATP) integrated training course ~~is~~ are entitled to be credited with up to 50 hours of student pilot-in-command (SPIC) instrument time towards the PIC time required for the issue of the ~~airline transport pilot licence~~ATPL, ~~commercial pilot licence~~CPL and a multi-engine type or class rating.

(iii) G~~A g~~raduates of a CPL/IR integrated training course are~~is~~ entitled to be credited with up to 50 hours of the ~~student pilot-in-command~~SPIC instrument time towards the PIC time required for the issue of the ~~commercial pilot licence~~CPL and a multi-engine type or class rating.

(3) Flight time as co-pilot or PICUS

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

(b) Crediting of theoretical knowledge

(1) Applicants having passed the theoretical knowledge examination for an airline transport pilot licenceATPL shall be credited with the theoretical knowledge requirements for the light aircraft pilot licenceLAPL, the private pilot licencePPL, the commercial pilot licenceCPL and, except in the case of helicopters, the IR and the EIR in the same category of aircraft.

(2) AAn applicants having passed the theoretical knowledge examination for a commercial pilot licenceCPL shall be credited with the theoretical knowledge requirement for an LAPL light aircraft pilot licence or a private pilot licencePPL in the same category of aircraft.

(3) The hHolders of an IR or an applicants 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 HHolders 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 Annex (Part-FCL)Part.

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

(5) Notwithstanding point (b)(3), the holders of an instrument rating (aeroplanes) IR(A) who haves completed a competency-based modular IR(A) course or the holders 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).

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 as 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 pilots when exercising the privileges of the licence.

(b) Pilots shall also carry a personal identification document containing his/her their photo.

(c) Pilots or a student pilots shall without undue delay present his/hertheir flight time record for inspection upon request by an authorised representative of a competent authority.

(d) Student pilots shall carry on all solo cross-country flights evidence of the authorisation required by FCL.020(a).

FCL.050 Recording of flight time

Pilots 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 obtained in accordance with a procedure established by a competent authority. The minimum acceptable proficiency level is the operational level (Level 4).

(b) ~~The A~~applicants for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Annex (Part-FCL)~~Part~~, at least an operational level of language proficiency both in the use of phraseologies and plain language to a certified assessor or an approved language-testing body as applicable. To do so, ~~the~~ applicants 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 Annex (Part-FCL)~~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~~.

(d) Specific requirements for holders of an ~~instrument rating (~~IR~~)~~ or an ~~en-route instrument rating (~~EIR~~:~~

W~~w~~ithout prejudice to the ~~paragraphs~~ points above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at ~~a~~ the appropriate proficiency level~~.~~ ~~which allows them to:~~

~~understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;~~

~~use radio telephony in all phases of flight, including emergency situations; and~~

~~communicate with other crew members during all phases of flight, including flight preparation.~~

(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.

FCL.060 Recent experience

(a) Balloons

Pilots shall not operate a balloon in commercial air transport or carrying passengers unless ~~he/she~~they ha~~ve~~s completed in the preceding 180 days:

(1) at least ~~3~~ three flights as ~~a~~ pilots flying (PF) in a balloon, of which at least ~~1~~ one shall be in a balloon of the relevant class and group; or

(2) ~~1~~ one 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

P~~A p~~ilots shall not operate an aircraft in commercial air transport or carrying passengers:

(1) as PIC or co-pilots unless ~~he/she~~they ha~~ve~~s carried out, in the preceding 90 days, at least ~~3~~ three take-offs, approaches and landings in an aircraft of the same type or class or a full-flight simulator (~~n~~ FFS) representing that type or class. The ~~3~~ three take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilots; and

(2) as PIC at night unless ~~he/she~~they:

(i) ha~~s~~ve carried out in the preceding 90 days at least one~~1~~ take-off, approach and landing at night as ~~a pilot flying~~ PF in an aircraft of the same type or class or an FFS representing that type or class; or

(ii) hold~~s~~ an IR;

(3) as cruise relief co-pilots unless ~~he/she~~they:

(i) ha~~ve~~s complied with the requirements in point (b)(1); or

(ii) ha~~ve~~s carried out in the preceding 90 days at least ~~3~~ three sectors as a cruise relief pilot on the same type or class of aircraft; or

(iii) ha~~s~~ve ~~carried out~~undergone 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 Annex III (Part-ORO (Subpart FC)) to Commission Regulation (EU) No 965/2012.

(4) When ~~a~~ pilots ha~~ve~~s the privilege to operate more than one type of aeroplanes with similar handling and operation characteristics, the three~~3~~ take-offs, approaches and landings required in point (1) may be performed as defined in the ~~operational suitability data~~OSD ~~established in accordance with Part-21~~.

(5) When ~~a~~ pilots ha~~ve~~s the privilege to operate more than one type of non-complex helicopters with similar handling and operation characteristics, as defined in the ~~operational suitability data~~OSD ~~established in accordance with Part-21~~, the three~~3~~ take-offs, approaches and landings required in point (1) may be performed in just one of the types, provided that they~~pilot~~ ha~~ve~~s 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 pointssubparagraphs (b)(1) and (2) above may be extended up to a maximum of 120 days, as long as the pilots undertakes line flying under the supervision of a type rating instructor or examiner.

(2) When the pilots does not comply with the requirement in point (1), he/shethey 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 points (b)(1) and (2) before he/shethe pilots can exercise his/hertheir privileges.

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

(a) Age 6064. Aeroplanes and helicopters. The hHolders of a pilot licence who haves attained the age of 60 years shall not act as a pilots of an aircraft engaged in commercial air transport except as a members of a multi-pilot crew.

(b) Age 65. Except in the case of a holders of a balloon BPL or an sailplane pilot licenceSPL, the holders of a pilot licence who hasve attained the age of 65 years shall not act as a pilots of an aircraft engaged in commercial air transport.

(c) Age 70. The hHolders of a BPL or an SPL balloon or sailplane pilot licence who hasve attained the age of 70 years shall not act as a pilots of a balloon or a sailplane 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 Annex (Part-FCL) Part may be limited, suspended or revoked by the competent authority when the pilots does not comply with the requirements of this Annex (Part-FCL)Part, Annex IV (Part-MEDedical) or the applicable operational requirements, in accordance with the conditions and procedures laid down in Annex VI (Part-ARA).

(b) When the pilots have theirs his/her licence suspended or revoked, he/shethey 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 — m~~M~~inimum age

Applicants for ~~the~~ an LAPL shall be:

(a) in the case of aeroplanes and helicopters, at least 17 years of age; and

(b) in the case of sailplanes and balloons, at least 16 years of age.

FCL.105 LAPL — privileges and conditions

(a) ~~(a) General.~~Privileges

The privileges of ~~the~~ holders of an LAPL are to act without remuneration as PIC in non-commercial operations i~~o~~n the appropriate aircraft category.

(b) Conditions

Applicants for ~~the~~ an 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 — c~~C~~rediting 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~~ point (~~above~~a), if the licence has lapsed, ~~the~~ applicants 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 — t~~T~~raining 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~~granted. For the training for the single-engine piston aeroplanes — sea class rating (SEP(sea)) privilege, the elements of Appendix 9, point 7. shall be considered.

FCL.120 LAPL — t~~T~~heoretical 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) a~~A~~ir law and air traffic control (ATC) procedures;

~~-~~(2) h~~H~~uman performance~~,~~;

–(3) m~~M~~eteorology~~,~~; and

–(4) c~~C~~ommunications; and

(b) specific subjects concerning the different aircraft categories:

–(1) p~~P~~rinciples of flight~~,~~;

–(2) o~~O~~perational procedures~~,~~;

–(3) f~~F~~light performance and planning~~,~~;

–(4) a~~A~~ircraft general knowledge~~,~~; and

–(5) n~~N~~avigation.

FCL.125 LAPL — s~~S~~kill test

(a) Applicants for an LAPL shall demonstrate through the ~~completion~~ pass of a skill test the ability to perform, as PIC i~~o~~n 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~~flight instruction in 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 as appropriate to the category of aircraft flown.

(2) Failure in any item of a section will cause ~~the~~ applicants to fail the entire section. If they ~~the applicant~~ fail~~s~~ only ~~1~~ one section, ~~he/she~~ they shall repeat only that section. Failure in more than ~~1~~ one section will ~~cause~~ require ~~the~~ applicants to ~~fail~~ repeat the entire test.

(3) When the test needs to be repeated in accordance with point (2), failure in any section, including those that have been passed on a previous attempt, will cause ~~the~~ applicants to fail the entire test.

(4) Failure to achieve a pass in all sections of the test within ~~2~~ two attempts will require further practical training.

SECTION 2

Specific requirements for the LAPL for aeroplanes — LAPL(A)

FCL.105.A LAPL(A) — ~~P~~privileges and conditions

(a) Privileges

The privileges of ~~the~~ holders of an LAPL for aeroplanes (LAPL(A) are to act as ~~PIC on~~PIC in single-engine piston aeroplanes ~~— land~~ (land) (SEP(land)), SEP(sea) or touring motor gliders (TMGs) with a maximum certificated take-off mass of 2 000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board ~~of~~ the aircraft.

(b) Conditions

(1) Holders of an LAPL(A) shall only carry passengers once they have completed 10 hours of flight time as ~~PIC on~~PIC in aeroplanes or TMGs after the issue of the licence.

(2) Holders of an ATPL(A), an MPL(A), a CPL(A) or a PPL(A) who also hold an LAPL(A), are exempted from the requirements in point (b)(1).

FCL.110.A LAPL(A) — e~~E~~xperience requirements and crediting

(a) Experience requirements

Applicants for an LAPL(A) shall have completed at least 30 hours of flight instruction ~~o~~in aeroplanes or TMGs, including at least:

(1) 15 hours of dual flight instruction in the class in which the skill test will be taken; and

(2) 6 hours of supervised solo flight time, including at least 3 hours of solo cross-country flight time with at least ~~1~~ one cross-country flight of at least 150 km (80 NM), during which ~~1~~ one full-stop landing at an aerodrome different from the aerodrome of departure shall be made.

(b) Specific experience requirements for applicants holding an LAPL for sailplanes (LAPL(S)) with TMG extension

Applicants for an LAPL(A) holding an LAPL(S) with TMG extension shall have:

(1) completed at least 21 hours of flight time i~~o~~n TMGs after the endorsement of the TMG extension; and

(2) complied with the requirements ~~of~~ in FCL.135.A(a) on aeroplanes.

(c) Crediting

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

The amount of credit shall be decided by the ATO where ~~the~~ pilots ~~undergoes~~complete the training course, on the basis of a pre-entry flight test, but shall not in any case:

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

(2) ~~(2) not~~ exceed 50 % of the hours required in point (a)(1); and

(3) ~~(3) not~~ include the hours required~~ments of~~ in point (a)(2).

FCL.135.A LAPL(A) — e~~E~~xtension of privileges to another class or variant of aeroplane

(a) ~~(a)~~ The privileges of an LAPL(A) shall be limited to the class and variant of aeroplanes or TMGs in which the skill test was taken.

~~This~~ The limitation to a class may be removed when ~~the~~ pilots have~~s~~ 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) Ppass of a skill test to demonstrate an adequate level of practical skill in the new class. During this skill test, the applicants shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:

(i) oOperational procedures;

(ii) Fflight performance and planning; and

(iii) aAircraft general knowledge.

(b) In order to remove the limitation to a variant within a class 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 pilots shall undertake differences training or do a familiarisation training. The differences training shall be entered in the pilots's logbook or equivalent document and signed by the instructor.

FCL.140.A LAPL(A) — rRecency requirements

(a) Holders of an LAPL(A) shall only exercise the privileges of their licence when they havecompleted, in the last 24 months2 years, as pilots of aeroplanes or TMGs either:

(1) (a) 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

(b2) passed an LAPL(A) proficiency check with an examiner. The proficiency check check programme shall be based on the skill test for the LAPL(A).

(c3b) When holders of an LAPL(A) hold both a SEP(land) and a SEP(sea) privilege, they may complete the requirements of in point (a)(1) in either class or a combination thereof, and achieve the fulfilment of these requirements for both privileges. At least 1 hour of the required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.

(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 holders of an LAPL for helicopters are to act as PIC onPIC in single-engine helicopters with a maximum certificated take-off mass of 2 000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board the aircraft.

FCL.110.H LAPL(H) — eExperience requirements and crediting

(a) Experience requirements

Applicants for the an LAPL(H) shall have completed 40 hours of flight instruction onflight instruction in helicopters. At least 35 out of the 40 hours of flight instruction 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 one 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 point (a).

The amount of credit shall be decided by the ATO where the pilots undergoescomplete the training course, on the basis of a pre-entry flight test, but shall not in any case:

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

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

(3) (3) not include the requirements in point (a)(2).

FCL.135.H LAPL(H) — eExtension 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 pilots hasve completed in the new type:

(1) 5 hours of flight instruction, including:

(i) 15 dual take-offs, approaches and landings; and

(ii) 15 supervised solo take-offs, approaches and landings; and

(2) pass of a skill test to demonstrate an adequate level of practical skill in the new type. During this skill test, the applicants shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other new type in the following subjects:

(i) oOperational procedures;

(ii) Fflight performance and planning; and

(iii) Aaircraft general knowledge.

(b) Before the holders of an LAPL(H) can exercise the privileges of the licence in another variant of helicopter than the one used for the skill test, they pilot shall undertake differences training or do a familiarisation training, as determined defined in the operational suitability dataOSD 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) — rRecency requirements

(a) Holders of an LAPL(H) shall only exercise the privileges of their licence on a specific type when they have:

(a1) completed on helicopters of that type in the last 12 months at least 6 hours of flight time as PIC, or flying dual or solo under the supervision of an instructor, including 6 six take-offs, approaches and landings; , and(2) refresher training of at least 1 hour of total flight time with an instructor;. or

(b2) passed a proficiency check with an examiner on the specific type before they resume the exercise of the privileges of their licence. The proficiency check shall be based on the skill test for the LAPL(H). 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).

SECTION 4

Specific requirements for the LAPL for sailplanes — LAPL(S)

FCL.105.S LAPL(S) — pPrivileges and conditions

(a) Privileges

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

(b) Conditions

(b) (1) Holders of an LAPL(S) shall only carry passengers once they have completed 10 hours of flight time or 30 launches as PIC onPIC in sailplanes or powered sailplanes after the issue of the licence.

(c) (2) Holders of an SPL who comply with the requirements in FCL.205.S (b)(1) and to whom an LAPL(S) was issued are exempted from the requirements in point (b)(1).

FCL.110.S LAPL(S) — Eexperience requirements and crediting

(a) Experience requirements

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

(i) (1) 10 hours of dual flight instruction;

(ii) (2) 2 hours of supervised solo flight time;

(iii) (3) 45 launches and landings; and

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

(2) (b) Of the 15 hours required in point (a1), a maximum of 7 hours may be completed in a TMG.

(b) ~~(c)~~ Crediting~~.~~

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

The amount of credit shall be decided by the ATO where ~~the~~ pilots ~~undergoes~~complete the training course, on the basis of a pre-entry flight test, but shall not in any case:

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

(2) ~~(2) not~~ exceed 50 % of the hours required in point (1~~a~~); and

(3) ~~(3) not~~ include the requirements in points (a)(1)(~~2~~ii) to (a)(1)(~~4~~iv).

FCL.130.S LAPL(S) — ~~L~~launch methods

(a) ~~(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~~ pilots have~~s~~ completed:

(1) ~~(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) ~~(2)~~ in the case of aero-tow or self-launch, a minimum of ~~5~~ five launches in dual flight instruction, and ~~5~~ five solo launches under supervision. In the case of self-launch, dual flight instruction may be done in a TMG; and

(3) ~~(3)~~ in the case of bungee launch, a minimum of ~~3~~ three launches performed in dual flight instruction or solo under supervision.

(b) ~~(b)~~ The completion of the additional training launches shall be entered in the logbook and signed by the instructor.

(c) ~~(c)~~ In order to maintain their privileges in each launch method, pilots shall complete a minimum of ~~5~~ five launches during the last ~~24 months~~2 years, except for bungee launch, in which case pilots shall have completed only ~~2~~ two launches.

(d) ~~(d)~~ When ~~the~~ pilots do~~es~~ not comply with the requirement in point (c), ~~he/she~~they 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) — e~~E~~xtension of privileges to TMG

The privileges of an LAPL(S) shall be extended to a TMG when ~~the~~ pilots ha~~s~~ve completed in an ATO, at least:

(a) ~~(a)~~ 6 hours of ~~flight instruction on~~flight instruction in a TMG, including:

(1) 4 hours of dual flight instruction; and

(2) ~~1~~ one solo cross-country flight of at least 150 km (80 NM), during which ~~1~~ one full-stop landing at an aerodrome different from the aerodrome of departure shall be performed; and

(b) ~~(b)~~pass of ~~a~~ skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, ~~the~~ applicants shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:

(1) ~~P~~principles of flight;

(2) o~~O~~perational procedures;

(3) f~~F~~light performance and planning;

(4) a~~A~~ircraft general knowledge; and

(5)~~-~~ n~~N~~avigation.

FCL.140.S LAPL(S) — r~~R~~ecency 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 the following requirements:

(1) 5 hours of flight time as PIC, including 15 launches~~;~~ and

~~(2)~~ two~~2~~ training flights with an instructor~~.~~; or

(2) have passed a proficiency check with an examiner in a sailplane or powered sailplane. The proficiency check shall be based on the skill test for the LAPL(S).

(b) TMGs~~.~~

(1) ~~(1)~~ Holders of an LAPL(S) shall only exercise the privileges of their licence ~~on a TMG~~in a TMG when they have ~~:~~completed i~~o~~n TMGs in the last ~~24 months~~2 years~~:(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 of total flight time with an instructor or passed a proficiency check with an examiner in a TMG. The proficiency check shall be based on the skill test for the LAPL(S).

(2) When ~~the~~ holders of ~~the~~ an LAPL(S) also have~~s~~ the privileges to fly aeroplanes, the requirements in point (1) may be completed on aeroplanes.

(c) Holders of an LAPL(S) who do not comply with the requirements in points (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 points (a) or (b).

SECTION 5

Specific requirements for the LAPL for balloons — LAPL(B)

FCL.105.B LAPL(B) — p~~P~~rivileges

The privileges of ~~the~~ holders of an LAPL for balloons are to act as ~~PIC on~~PIC in hot-air balloons or hot-air airships with a maximum of 3 400 m^3 envelope capacity or gas balloons with a maximum of 1 260 m^3 envelope capacity, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board ~~of~~ the balloon.

FCL.110.B LAPL(B) — e~~E~~xperience requirements and crediting

(a) Experience requirements

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) one~~1~~ supervised solo flight with a minimum flight time of at least 30 minutes.

(b) Crediting

Applicants with prior experience as ~~PIC on~~PIC in balloons may be credited towards the requirements in point (a).

The amount of credit shall be decided by the ATO where ~~the~~ pilots ~~undergoes~~complete the training course, on the basis of a pre-entry flight test, but shall not in any case:

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

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

(3) ~~not~~ include the requirements ~~of~~ in points (a)(2) and (a)(3).

FCL.130.B LAPL(B) — e~~E~~xtension of privileges to tethered flights

(a) The privileges of ~~the~~ an LAPL(B) shall be limited to non-tethered flights. This limitation may be removed when ~~the~~ pilots have~~s~~ completed at least ~~3~~ three tethered dual ~~instruction flights~~ training 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~~ two tethered flights during the last ~~24 months~~2 years.

(d) When ~~the~~ pilots do~~es~~ not comply with the requirement in point (c), ~~he/she~~they 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) — e~~E~~xtension of privileges to another balloon class

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

(a) five~~5~~ dual ~~instruction flights~~ training flights; or

(b) in the case of holders 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:

(1) p~~P~~rinciples of flight;

(2) o~~O~~perational procedures;

(3) fFlight performance and planning; and

(4) Aaircraft general knowledge.

FCL.140.B LAPL(B) — rRecency 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 months2 years, at least:

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

(2) one 1 training flight with an instructor.

I(3) in addition, if the pilots isare 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 months2 years, including 3 three take-offs and landings.

(b) Holders of an LAPL(B) who do not comply with the requirements in point (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 point (a).

SUBPART C

PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL) AND BALLOON PILOT LICENCE (BPL)

SECTION 1

Common requirements

FCL.200 PPL, SPL AND BPL — MMinimum age

(a) An applicants for the issue of a PPL shall be at least 17 years of age.

(b) An applicants for the issue of a BPL or an SPL shall be at least 16 years of age.

FCL.205 PPL, SPL AND BPL — cConditions

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 AND BPL — Ttraining course

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

FCL.215 PPL, SPL AND BPL —— tTheoretical knowledge examination

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

(a) common subjects:

~~–~~(1) a~~A~~ir law;

~~–~~(2) h~~H~~uman performance;

~~–~~(3) m~~M~~eteorology; ~~and~~

~~–~~(4) c~~C~~ommunications; and

(5) navigation; and

(b) specific subjects concerning the different aircraft categories:

~~–~~(1) p~~P~~rinciples of flight;

~~–~~(2) o~~O~~perational procedures;

~~–~~(3) ~~F~~flight performance and planning; and

~~–~~(4) ~~A~~aircraft general knowledge~~,~~. ~~and~~

~~- Navigation.~~

FCL.235 PPL, SPL AND BPL — s~~S~~kill test

(a) Applicants for a BPL, an SPL or a PPL shall demonstrate through the ~~completion~~ pass of a skill test the ability to perform, as PIC i~~o~~n the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

(b) A~~n a~~pplicants for the skill test shall have received ~~flight instruction on~~flight instruction in the same class or type of aircraft, or in one or more balloons within 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 as appropriate to the category of aircraft flown.

(2) Failure in any item of a section will cause ~~the~~ applicants to fail the entire section. If ~~the applicant~~they fail~~s~~ only ~~1~~ one section, ~~he/she~~they shall repeat only that section. Failure in more than ~~1~~ one section will ~~cause~~ require ~~the~~ applicants to ~~fail~~ repeat the entire test.

(3) When the test needs to be repeated in accordance with point (2), failure in any section, including those that have been passed on a previous attempt, will cause ~~the~~ applicants to fail the entire test.

(4) Failure to achieve a pass in all sections of the test in ~~2~~ two attempts will require further training.

SECTION 2

Specific requirements for the PPL for aeroplanes — PPL(A)

FCL.205.A PPL(A) — p~~P~~rivileges

(a) The privileges of ~~the~~ holders of a PPL(A) are to act without remuneration as PIC or co-pilots of~~n~~ aeroplanes or TMGs engaged in non-commercial operations and exercise all privileges of holders of an LAPL(A).

(b) Notwithstanding ~~the paragraph~~ point ~~above~~(a), ~~the~~ holders 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; and

(3) the training, testing and checking for the ratings or certificates attached to these~~is~~ licences.

FCL.210.A PPL(A) — e~~E~~xperience requirements and crediting

(a) Experience requirements

Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or TMGs, 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~~ one cross-country flight of at least 270 km (150 NM), ~~during~~ in the course of which full-stop landings at ~~2~~ two aerodromes different from the aerodrome of departure shall be made.

(b) Specific experience 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~~ one cross-country flight of at least 270 km (150 NM), ~~during~~ in the course of which full-stop landings at ~~2~~ two aerodromes different from the aerodrome of departure shall be made.

(c) Specific experience requirements for applicants holding an LAPL(S) or an SPL with a TMG extension

Applicants for a PPL(A) holding an LAPL(S) or an SPL with a TMG extension shall have completed:

(1) at least 24 hours of flight time i~~o~~n 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~~ in point (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~~PIC in such aircraft up to a maximum of 10 hours. The amount of credit given shall not in any case ~~not~~ include the requirements in point (a)(2).

SECTION 3

Specific requirements for the PPL for helicopters — PPL(H)

FCL.205.H PPL(H) — ~~P~~privileges

(a) The privileges of ~~the~~ holders of a PPL(H) are to act without remuneration as PIC or co-pilots of helicopters engaged in non-commercial operations and exercise all privileges of holders of an LAPL(H).

(b) Notwithstanding ~~the paragraph~~ point ~~above~~(a), ~~the~~ holders 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; and

(3) the training, testing and checking for the ratings or certificates attached to these~~is~~ licences.

FCL.210.H PPL(H) — ~~E~~experience requirements and crediting

(a) Experience requirements

Applicants for a PPL(H) shall have completed at least 45 hours of ~~flight instruction on~~flight instruction in helicopters, 5 of which may have been completed in a~~n~~ flight and navigation procedures trainer (FNPT) or an 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~~ one cross-country flight of at least 185 km (100 NM), ~~with~~ in the course of which full-stop landings at ~~2~~ two aerodromes different from the aerodrome of departure shall be made.

~~(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 experience requirements for ~~an~~ applicants 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~~ one supervised solo cross-country flight of at least 185 km (100 NM), ~~with~~ in the course of which full-stop landings at ~~2~~ two aerodromes different from the aerodrome of departure shall be made.

(c) 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~~PIC in such aircraft up to a maximum of 6 hours. The amount of credit given shall not in any case ~~not~~ include the requirements in point (a)(2).

SECTION 4

Specific requirements for the PPL for airships — PPL(As)

FCL.205.As PPL(As) — ~~P~~privileges

(a) The privileges of ~~the~~ holders 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~~ point ~~above~~(a), ~~the~~ holders 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; and

(3) the training, testing and checking for the ratings or certificates attached to theseis licences.

FCL.210.As PPL(As) — eExperience requirements and crediting

(a) Experience requirements

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 one1 cross-country flight of at least 65 km (35 NM); and

(ii) 3 hours of instrument instruction;

(2) 8 eight take-offs and landings at an aerodrome, including masting and unmasting procedures; and

(3) 8 hours of supervised solo flight time.

(b) Crediting

Applicants holding a BPL and qualified to fly hot-air airships shall be credited with 10 % of their total flight time as PIC onPIC in such airships up to a maximum of 5 hours.

SECTION 5

Specific requirements for the sailplane pilot licence — SPL

FCL.205.S SPL — pPrivileges and conditions

(a) The privileges of the holders of an SPL are to act as PIC onPIC in sailplanes and powered sailplanes and exercise all privileges of a holders of an LAPL(S). In order to exercise the privileges in a TMG, holders 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 issue of the licence, at least 10 hours of flight time or 30 launches as PIC onPIC in sailplanes or powered sailplanes unless they are holders of an LAPL(S) with the privilege to carry passengers;

(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 issue of the licence, 75 hours of flight time or 200 launches as PIC onPIC in sailplanes or powered sailplanes; and

(iii) passed a proficiency check with an examiner.

(c) Notwithstanding (b)(2), the holders of an SPL with instructor or examiner privileges may receive remuneration for:

(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; and

(3) the training, testing and checking for the ratings or certificates attached to theseis licences.

FCL.210.S SPL — Eexperience requirements and crediting

(a) Experience requirements

Applicants for an SPL shall have completed at least 15 hours of flight instruction onflight instruction in sailplanes or powered sailplanes, including at least the requirements specified in FCL.110.S.

(b) Crediting

(1) Applicants for an SPL holding an LAPL(S) shall be fully credited towards the requirements for the issue of an SPL.

(2) 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.

(3) 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 onPIC in such aircraft up to a maximum of 7 hours. The amount of credit given shall not in any case not include the requirements in of FCL.110.Spoints (a)(1)(ii) to (a)(1)(iv) of FCL.110.S(a)(2) to (a)(4).

FCL.220.S SPL — lLaunch 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 pilots complyies with the requirements in FCL.130.S.

FCL.230.S SPL — Rrecency 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 — pPrivileges and conditions

(a) The privileges of the holders of a BPL are to act as PIC onPIC in balloons.and exercise all privileges of holders of an LAPL(B).

(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 onPIC in balloons; and

(3) passed a proficiency check with an examiner on a balloon in the specific class.

(c) Notwithstanding paragraph point (b), the holders 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; and

(3) the training, testing and checking for the ratings or certificates attached to theseis licences.

FCL.210.B BPL — eExperience requirements and crediting

(a) Experience requirements

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) one 1 supervised solo flight with a minimum flight time of at least 30 minutes.

(b) Crediting

(1) Applicants for a BPL holding an LAPL(B) shall be fully credited towards the requirements for the issue of a BPL.

(2) 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 — eExtension of privileges to tethered flights

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

FCL.225.B BPL — eExtension 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 shall be removed upon application when the pilots hasves:

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

(b) in the case of an extension to another group within the same class of balloons, completed at least:

(1) 2 dual instruction flights training flights on a balloon of the relevant group; and

(2) the following hours of flight time as PIC onPIC in balloons:

(i) for balloons with an envelope capacity between 3 401 m^3 and 6 000 m^3, at least 100 hours;

(ii) for balloons with an envelope capacity between 6 001 m^3 and 10 500 m^3, at least 200 hours;

(iii) for balloons with an envelope capacity of more than 10 500 m^3, at least 300 hours; and

(iv) for gas balloons with an envelope capacity of more than 1 260 m^3, at least 50 hours.

FCL.230.B BPL — rRecency 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 months2 years at least:

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

(2) one ~~1~~ training flight with an instructor in a balloon within the appropriate class; and

(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 ~~i~~on that class within the last ~~24 months~~2 years, including ~~3~~ three take-offs and landings.

(b) Holders of a BPL shall only operate a balloon of the same a group of the balloon in which the training flight is completed or a balloon of a group with a smaller envelope size;

(c) Holders of a BPL who do not comply with the requirements in point (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; 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 point (a).

(d) In the case of point (c)(1), ~~the~~ holders of the BPL shall only operate a balloon of the same group ~~of the balloon~~ in which the proficiency check is completed or a balloon of a group with a smaller envelope size.

SUBPART D

COMMERCIAL PILOT LICENCE — CPL

SECTION 1

Common requirements

FCL.300 CPL — m~~M~~inimum age

A~~n a~~pplicants for the issue of a CPL shall be at least 18 years of age.

FCL.305 CPL — p~~P~~rivileges and conditions

(a) Privileges

The privileges of ~~the~~ holders of a CPL are, within the appropriate aircraft category, to:

(1) exercise all the privileges of ~~the~~ holders of an LAPL and a PPL;

(2) act as PIC or co-pilots 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; and

(4) act as co-pilots in commercial air transport subject to the restrictions specified in FCL.060.

(b) Conditions

A~~n a~~pplicants 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 — t~~T~~heoretical knowledge examinations

A~~n a~~pplicants for the issue of a CPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:

(a) air law;

(b) aircraft general knowledge — airframe/systems/powerplant;

(c) aircraft general knowledge — instrumentation;

(d) mass and balance;

(e) performance;

(f) flight planning and monitoring;

(g) human performance;

(h) meteorology;

(i) general navigation;

(j) radio navigation;

(k) operational procedures;

(l) principles of flight; and

(m) ~~visual flight rules (VFR)~~ communications.

FCL.315 CPL — t~~T~~raining course

A~~n a~~pplicants for the issue of a CPL shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to this ~~P~~Annex (Part-FCL)~~art~~.

FCL.320 CPL — s~~S~~kill test

A~~n a~~pplicants for the issue of a CPL shall pass a skill test in accordance with Appendix 4 to this ~~P~~Annex (Part-FCL)~~art~~ to demonstrate the ability to perform, as PIC ~~of~~ in 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.315.A CPL — Training course**~~

~~Theoretical knowledge and flight instruction for the issue of a CPL(A) shall include upset prevention and recovery training .~~

FCL.325.A CPL(A) — s~~S~~pecific conditions for MPL holders

Before exercising the privileges of a CPL(A), ~~the~~ holders 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 PICUS ~~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~~ one VFR cross-country flight of at least 540 km (300 NM), in the course of which full-stop landings at two ~~different~~ aerodromes different from the aerodrome of departure shall be flown as PIC;

(b) the elements of the CPL(A) modular course as specified in ~~paragraphs~~ points 10(a) and 11 of Appendix 3, E to this ~~Part~~ Annex (Part-FCL); and

(c) the CPL(A) skill test, in accordance with FCL.320.

SUBPART E

MULTI-CREW PILOT LICENCE — MPL

FCL.400.A MPL — m~~M~~inimum age

A~~n a~~pplicants for the issue of an MPL shall be at least 18 years of age.

FCL.405.A MPL — p~~P~~rivileges

(a) The privileges of ~~the~~ holders of an MPL are to act as co-pilots ~~in~~ of an aeroplane required to be operated with a co-pilot.

(b) ~~The h~~Holders of an MPL may obtain the extra privileges of:

(1) ~~the~~ holders of a PPL(A), provided that the requirements for the PPL(A) specified in Subpart C are met; and

(2) a CPL(A), provided that the requirements specified in FCL.325.A are met.

(c) ~~The h~~Holders of an MPL shall have the privileges of ~~his/her~~their 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 holders have~~s~~ 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 — t~~T~~raining course and theoretical knowledge examinations

(a) Course

A~~n a~~pplicants for the issue of an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO in accordance with Appendix 5 to this ~~P~~Annex (Part-FCL)~~art~~. ~~Theoretical knowledge and flight instruction for the issue of an MPL shall include upset prevention and recovery training.~~

(b) Examination

An applicants for the issue of an MPL shall have demonstrated demonstrate a level of theoretical knowledge appropriate to the holders of an ATPL(A), in accordance with FCL.515, and of to a multi-pilot type rating.

FCL.415.A MPL — pPractical skill

(a) An applicants for the issue of an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to this Annex (Part-FCL)Part, as pilot flyingPF and pilot not flyingpilot monitoring (PNFPM), in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.

(b) On completion of the training course, the applicants shall pass a skill test in accordance with Appendix 9 to this Annex (Part-FCL)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 — mMinimum age

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

FCL.505 ATPL — pPrivileges and conditions

(a) Privileges

The privileges of the holders of an ATPL are, within the appropriate aircraft category, to:

(1) exercise all the privileges of the holders of an LAPL, a PPL and a CPL; and

(2) act as PIC of aircraft engaged in commercial air transport.

(b) Conditions

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 — tTraining 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 Annex (Part-FCL)Part.

(b) Examination

Applicants for the issue of an ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:

(1) air law;

(2) aircraft general knowledge — airframe/systems/powerplant;

(3) aircraft general knowledge — instrumentation;

(4) mass and balance;

(5) performance;

(6) flight planning and monitoring;

(7) human performance;

(8) meteorology;

(9) general navigation;

(10) radio navigation;

(11) operational procedures;

(12) principles of flight; and

~~— VFR communications;~~

~~(14)~~(13) ~~IFR~~ communications.

SECTION 2

Specific requirements for the aeroplane category — ATPL(A)

FCL.505.A ATPL(A) — r~~R~~estriction of privileges for pilots previously holding an MPL

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

FCL.510.A ATPL(A) — p~~P~~rerequisites, 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~~ applicants shall also have received instruction in multi-crew cooperation (MCC).

(b) Experience

Applicants for an ATPL(A) shall have completed, before the ATPL(A) skill test is taken, a minimum of 1 500 hours of flight time in aeroplanes, including at least:

(1) 500 hours in multi-pilot operations on aeroplanes;

(2) one of the following:

(i) 500 hours as PICUS ~~under supervision~~; or

(ii) 250 hours as PIC; or

(iii) 250 hours, including at least 70 hours as PIC, and the remaining as PICUS ~~under supervision~~;

(3) 200 hours of cross-country flight time, of which at least 100 hours shall be as PIC or as PICUS ~~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-pilots.

Of the 1 500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS ~~and~~ or an 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 for TMG or sailplanes;

(ii) ~~for helicopters,~~ 50 % of all the flight time requirements ~~of~~ in ~~paragraph~~ point (b) for helicopters.

(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-hour~~s~~ requirement ~~of~~ in ~~paragraph~~ point (b) and the 500-hour~~s~~ requirement ~~of~~ in ~~paragraph~~ point (b)(1), provided that the total credit given against any of these ~~paragraphs~~ points does not exceed 250 hours.

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

FCL.520.A ATPL(A) — s~~S~~kill test

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to this ~~P~~Annex (Part-FCL)~~art~~ 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) — p~~P~~rerequisites, experience and crediting

~~Applicants for an ATPL(H) shall :~~

(a) Prerequisites

Applicants for an ATPL(H) shall hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC.

(b) Experience

Applicants for an ATPL(H) shall have completed, before the ATPL(A) skill test is taken, as ~~a~~ pilots of helicopters a minimum of 1 000 hours of flight time including at least:

(1) 350 hours in multi-pilot helicopters;

(2) one of the following:

(i) 250 hours as PIC; or

(ii) 100 hours as PIC and 150 hours as PICUS ~~under supervision~~; or

(iii) 250 hours as PICUS ~~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 PICUS ~~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-pilots.

Of the 1 000 hours, a maximum of 100 hours may have been completed in an ~~FSTD~~FFS or an FNPT, of which not more than 25 hours may be completed in an FNPT.

(c) Crediting

Flight time in aeroplanes shall be credited up to 50 % against the flight time requirements ~~of~~ in ~~paragraph~~ point (b).

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

FCL.520.H ATPL(H) — ~~S~~skill test

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to this ~~Part~~ Annex (Part-FCL) 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

FCL.600 IR — g~~G~~eneral

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) a PPL, a CPL, an MPL and an ATPL; and

(b) except when undergoing skill tests, proficiency checks or when receiving dual instruction, an IR with privileges appropriate to the applicable airspace requirements and to the category of aircraft.

FCL.605 IR — p~~P~~rivileges

(a) Privileges

(1) The privileges of ~~a~~ holders of an IR are to fly aircraft under IFR, including PBN operations, with a minimum decision height of no less than 200 f~~ee~~t (60 m).

(2~~b~~) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than ~~200~~ 200 f~~ee~~t (60 m) when ~~the~~ applicants ha~~s~~ve undergone specific training at an ATO and ha~~s~~ve passed S~~s~~ection 6 of the skill test in accordance with ~~prescribed in~~ Appendix 9 to this Annex (Part-FCL) ~~Part~~ in multi-pilot aircraft.

(b~~c~~) Conditions

(1) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Annex (Part-FCL)~~Part~~.

(2~~d~~) Helicopters only

To exercise privileges as PIC under IFR in multi-pilot helicopters, ~~the~~ holders 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 — p~~P~~rerequisites ~~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:

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

(ii) an ATPL in another category of aircraft; or

(2) a CPL, in the appropriate aircraft category; and

(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.

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

FCL.615 IR — t~~T~~heoretical knowledge and flight instruction

(a) Course

Applicants for an IR shall have ~~received~~ completed 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 Annex (Part-FCL)~~Part~~; or

(2) a modular course in accordance with Appendix 6 to this Annex (Part-FCL)~~Part~~.

(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 ~~pPerformance~~planning and monitoring;

~~–~~(4) human performance;

~~–~~(5) meteorology;

~~–~~(6) radio navigation; and

~~–~~(7) ~~IFR~~ communications.

FCL.620 IR — s~~S~~kill test

(a) Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Annex (Part-FCL) ~~Part~~ to demonstrate the ability to perform the relevant procedures and manoeuvres with ~~a degree of~~ the 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~~point.

FCL.625- IR — v~~V~~alidity, 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 by complying with the revalidation criteria for the relevant aircraft category.

(2) If pilots choose to fulfil the revalidation requirements earlier than prescribed above, the new validity period shall commence from the date of the proficiency check.

(~~2~~3) 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 if deemed necessary by the ATO, 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 Annex (Part-FCL)~~Part~~; ~~and~~

(2) ~~complete~~ pass a proficiency check in accordance with Appendix 9 to this ~~P~~Annex (Part-FCL)~~art~~, in the relevant aircraft category;~~.~~ and

(3) hold the relevant class or type rating unless otherwise specified in this Annex (Part-FCL).

(d) If the IR has not been revalidated or renewed within the preceding 7 years, ~~the~~ holders will be required to pass again the IR theoretical knowledge examination and skill test.

(e) Notwithstanding the requirements in points (c)(1) and (2) as well as (d), holders of a valid IR on a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention shall for the renewal of their IR contained in their licence issued in accordance with this Annex (Part-FCL) pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL).

(f) The proficiency checks mentioned in points (c)(3) and (e) may be combined with a proficiency check performed for the renewal of the relevant class or type rating.

SECTION 2

Specific requirements for the aeroplane category

FCL.625.A IR(A) — r~~R~~evalidation

(a) ~~Revalidation.~~ Applicants for the revalidation of an IR(A) shall hold the relevant class or type rating and:

(1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL)~~Part~~;

(2) when not combined with the revalidation of a class or type rating, shall:

(i) for single-pilot aeroplanes, complete S~~s~~ection 3b and those parts of S~~s~~ection 1 relevant to the intended flight, of the proficiency check in accordance with ~~prescribed in~~ Appendix 9 to this Annex (Part-FCL)~~Part~~; ~~and~~

(ii) for multi-engine aeroplanes, ~~in addition, complete~~ pass ~~s~~Section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Annex (Part-FCL) ~~Part~~ by sole reference to instruments.

(3) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used in the case ~~of~~ in ~~paragraph~~ point (2)(i) and (ii), 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 Annex (Part-FCL)~~Part~~.

SECTION 3

Specific requirements for the helicopter category

FCL.625.H IR(H) — r~~R~~evalidation

(a) Applicants for the revalidation of an IR(H):

(1) when combined with the revalidation of a type rating, shall ~~complete~~ pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL)~~Part~~, for the relevant type of helicopter;

(2) when not combined with the revalidation of a type rating, shall:

(i) ~~complete~~ pass only S~~s~~ection 5 and the relevant parts of S~~s~~ection 1 of the proficiency check in accordance with ~~established in~~ Appendix 9 to this ~~P~~Annex (Part-FCL)~~art~~ for the relevant type of helicopter~~.~~; and

(ii) hold the relevant valid type rating.

~~(3) In this case,~~ A~~a~~n FTD 2/3 or an FFS representing the relevant type of helicopter may be used in the case in point (2)(i), but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.

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

FCL.630.H IR(H) — e~~E~~xtension 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 of dual instrument instruction time, of which 3 hours may be in an FFS, ~~or~~ an FTD 2/3 or an FNPT II/III; and

(b) ~~s~~Section 5 of the skill test in accordance with Appendix 9 to this Annex (Part-FCL) ~~Part~~ on multi-engine helicopters.

SECTION 4

Specific requirements for the airship category

FCL.625.As IR(As) — r~~R~~evalidation

Applicants for the revalidation of an IR(As):

(a) when combined with the revalidation of a type rating, shall ~~complete~~ pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL)~~Part,~~ for the relevant type of airship;

(b) when not combined with the revalidation of a type rating, shall complete ~~s~~Section 5 and those parts of S~~s~~ection 1 relevant to the intended flight of the proficiency check for airships in accordance with Appendix 9 ~~of~~ to this Annex (Part-FCL)~~part~~. In this case, an FTD 2/3 or an 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) 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 in any of the following cases:

(1) ~~for~~holders of an LAPL, SPL and BPL;

(2) when undergoing skill tests or proficiency checks for renewal of class or type ratings;

(3) when receiving flight instruction; and

(4) when they hold a flight test rating issued in accordance with FCL.820.

(b) Notwithstanding point (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~~ special certificate shall have its validity limited to the specific flights.

FCL.705 Privileges of ~~the~~ holders of a class or type rating

The privileges of ~~the~~ holders of a class or type rating are to act as pilots of~~n~~ the class or type of aircraft specified in the rating.

FCL.710 Class and type ratings — variants

(a) In order to extend ~~his/her~~their privileges to another variant of aircraft within one class or type rating, ~~the~~ pilots 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~~OSD ~~established in accordance with Part-21~~.

(b) When the 'Type rating and licence endorsement list' published by the Agency requires differences training or when mandated in the OSD, this differences training shall be conducted at an ATO.

(c) Notwithstanding the requirement in point (b), differences training for TMG, single-engine piston (SEP) and multi-engine piston (MEP) aeroplanes may be conducted by an appropriately qualified instructor unless mandated otherwise in the OSD.

(~~b~~d) 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~~ SEP and TMG class ratings.

(~~c~~e) The differences training or the proficiency check in that variant shall be entered in the pilots'~~s~~ logbook or equivalent record and signed by the instructor or examiner as appropriate.

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

(a) Training course

A~~n a~~pplicants for the issue of 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~~OSD ~~established in accordance with Part-21~~ .

(b) Theoretical knowledge examination

~~. The a~~Applicants 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.

(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.

(5) For single-pilot single-engine and single-pilot multi-engine aeroplanes (sea), the examination shall be written and comprise at least 30 multiple-choice questions.

(c) Skill test

A~~n a~~pplicants for the issue of a class or type rating shall pass a skill test in accordance with Appendix 9 to this ~~Pa~~Annex (Part-FCL)~~rt~~ to demonstrate the skill required for the safe operation of the applicable class or type of aircraft.

~~The a~~Applicants 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) A~~n a~~pplicants who already hold~~s~~ 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. Applicants shall complete additional flight training for the other form of operation at an ATO or an AOC holder

specifically authorised for such training by the competent authority. The form of operation shall be entered in the licence.

(e) Notwithstanding the ~~paragraphs~~ points 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~~PIC in 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) Validity

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~~ in the OSD~~, established in accordance with Part 21~~. If pilots choose 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~~ applicants shall:

(1) ~~take~~ complete refresher training at an ATO, ~~when necessary~~ if deemed necessary by the ATO, to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft except if they 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 Annex (Part-FCL)~~Part~~.

Notwithstanding the points 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 in test flights in that type during the year prior to the date of 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~~OSD~~, established in accordance with Part 21,~~ ~~an~~ applicants for the issue of 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

A~~n a~~pplicants for the issue of a first class or type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as ~~PIC on~~PIC in aeroplanes.

(b) Single-pilot aeroplanes

Applicants for the issue of a first class or type rating on a single-pilot aeroplane seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements in points (e)(4) and (e)(5).

(~~b~~c) Single-pilot high-performance non-complex aeroplanes

Before starting flight training, ~~an~~ applicants for the issue of 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~~PIC in aeroplanes; and

(2) comply with one of the following requirements:

(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 Annex (Part-FCL)~~Part~~; or

(iii) hold, in addition to a licence issued in accordance with this Annex (Part-FCL)~~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~~d) 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~~ in point (~~b~~c), ~~have fulfilled the requirements for~~ hold or have held a single- or multi-engine IR(A), as appropriate and as established in Subpart G.

(~~d~~e) Multi-pilot aeroplanes

~~An a~~pplicants for the issue of the first type rating course for a multi-pilot aeroplane shall be ~~a~~ student pilots 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~~PIC in aeroplanes;

(2) hold or have held a multi-engine IR(A);

(3) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Annex (Part-FCL)~~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~~ pilots o~~n~~f multi-pilot helicopters; or

(iii) have at least 500 hours as ~~a~~ pilots of~~n~~ multi-pilot helicopters; or

(iv) have at least 500 hours as ~~a~~ pilots in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable air operations requirements; and

(5) have completed the training course specified in FCL.745.A.

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

(~~f~~g) Additional multi-pilot and single-pilot high-performance complex aeroplane type ratings. A~~n a~~pplicants 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~~h~~) When so determined in the ~~operational suitability data~~OSD ~~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 pilots'~~s~~ logbook or equivalent record and signed by the instructor. The limitation shall be removed when ~~the~~ pilots demonstrate~~s~~ that the hours of flight under supervision required ~~by~~ in the ~~operational suitability data~~OSD 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~~OSD ~~established in accordance with Part 21~~:

(a) for ~~S~~single-pilot multi-engine aeroplanes:

(1) t~~T~~he theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations; and

(2) t~~T~~he 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) for s~~S~~ingle-pilot aeroplanes (sea):

(1) t~~T~~he training course for single-pilot aeroplane (sea) ratings shall include theoretical knowledge and flight instruction; and

(2) t~~T~~he 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~~ applicants hold~~s~~ the land version of the relevant class or type rating, or 10 hours if ~~the~~ applicants do~~es~~ not hold such a rating; and

(c) for single-pilot high-performance complex aeroplanes and multi-pilot aeroplanes, the training courses shall include UPRT theoretical knowledge and flight instruction related to the specificities of the relevant class or type. ~~Multi-pilot aeroplanes. The training course for the issue of a multi-pilot aeroplane type rating shall include theoretical knowledge and flight instruction in upset prevention and recovery.~~

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

(a) ~~A p~~Pilots 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) 1 500 hours of flight time or 250 route sectors if an FFS qualified to level 'C grandfathered' (CG), C or interim C is used during the course~~, 1500 hours flight time or 250 route sectors~~; and

(2) 500 hours of flight time or 100 route sectors if an FFS qualified to level 'D grandfathered' (DG) or D is used during the course~~, 500 hours flight time or 100 route sectors~~.

(b) When ~~a~~ pilots are ~~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 training course has been combined with a type rating course, on completion of the MCC training course, ~~the~~ applicants shall be ~~given~~ issued with a certificate of completion.

(d) A~~n a~~pplicants having completed an MCC training course for any other category of aircraft shall be exempted from the requirement in point (a)(1).

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

(a) Revalidation of multi-engine class ratings and type ratings

(1) For the revalidation of multi-engine class ratings and type ratings, ~~the~~ applicants shall:

(~~1~~i) pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL) ~~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

(ii~~2~~) complete during the period of validity of the rating, at least:

(A~~i~~) 10 route sectors as pilots of the relevant class or type of aeroplane; or

(~~i~~B~~i~~) one ~~1~~ route sector as pilots of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.

(2) ~~(3) P~~A ~~p~~ilots shall be exempted from complying with the requirement in point (1)(ii) in case they:

(i) are working for a commercial air transport operator approved in accordance with the applicable air operations requirements; and

(ii) ~~who~~ haves ~~passed~~ the operator's 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)~~.

(3~~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.

(b) Revalidation of single-pilot single-engine class ratings

(1) SEP~~ingle-engine piston~~ aeroplane class ratings and TMG ratings

For the revalidation of single-pilot ~~single-engine piston~~SEP aeroplane class ratings or TMG class ratings, ~~the~~ applicants shall:

(i) within the 3 months immediately preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Annex (Part-FCL) ~~Part~~ with an examiner; or

(ii) within the 12 months immediately preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:

(A) 6 hours as PIC;

(B) 12 take-offs and 12 landings; and

(C) refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this refresher training if they have passed a class or type rating proficiency check, skill test or instructor assessment of competence in any other class or type of aeroplane.

~~(2)(iii)~~ When applicants hold both a ~~single-engine piston~~SEP ~~aeroplane~~ (land) class rating and a TMG rating, they may complete the requirements ~~of~~ in points (~~1~~i) and (ii) in either class or a combination thereof~~.~~, and achieve revalidation of both ratings.

(~~3~~2) Single-pilot single-engine turbo-prop aeroplanes

For the revalidation of single-engine turbo-prop class ratings, applicants shall pass a proficiency check i~~o~~n the relevant class in accordance with Appendix 9 to this Annex (Part-FCL) ~~Part~~ with an examiner, within the 3 months immediately preceding the expiry date of the rating.

(~~4~~3) When applicants hold both a ~~single-engine piston~~SEP ~~aeroplane~~ (land) ~~class rating~~ and a ~~single-engine piston~~SEP ~~aeroplane~~ (sea) class rating, they may complete the requirements ~~of~~ in point (1)(ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of the required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.

(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.

FCL.745.A Advanced UPRT course — aeroplanes

(a) The advanced UPRT course shall be completed at an ATO and shall comprise at least:

(1) 5 hours of theoretical knowledge instruction;

(2) preflight briefings and postflight debriefings; and

(3) 3 hours of dual flight instruction with a flight instructor for aeroplanes (FI(A)) qualified in accordance with FCL.915(e) and consisting of advanced UPRT in an aeroplane qualified for the training task.

(b) Upon completion of the advanced UPRT course, applicants shall be issued with a certificate of completion by the ATO.

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~~OSD ~~established in accordance with Part-21~~, ~~an~~ applicants 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

A~~n a~~pplicants for the issue of the first type rating course for a multi-pilot helicopter type shall:

(1) have at least 70 hours as ~~PIC on~~PIC in 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~~ pilots ~~on~~ of multi-pilot aeroplanes; or

(iii) have at least 500 hours as ~~a~~ pilots in multi-pilot operations on multi-engine helicopters; and

(3) have passed the ATPL(H) theoretical knowledge examinations.

(b) A~~n a~~pplicants for the issue of the first type rating course for a multi-pilot helicopter type who ~~is~~ are~~a~~ graduates from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who do~~es~~ not comply with the requirement ~~of~~ in point (a)(1), shall have the type rating issued with the privileges limited to exercising functions as co-pilots only. The limitation shall be removed once ~~the~~ pilots have~~s~~:

(1) completed 70 hours as PIC or ~~pilot-in-command~~PICUS ~~under supervision of~~ on helicopters; and

(2) passed the multi-pilot skill test on the applicable helicopter type as PIC.

(c) Single-pilot multi-engine helicopters

A~~n a~~pplicants 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:

(A) Aircraft general knowledge: airframe/systems/power plant and instrument/electronics;

(B) Flight performance and planning: mass and balance, performance; and

(2) in the case ~~of applicants who~~they 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~~PIC in 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; and

(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~~ applicants shall be issued with~~given~~ a certificate of completion.

(d) A~~n a~~pplicants having completed MCC training for any other category of aircraft shall be exempted from the requirement in points (a)(1)(i) or (a)(2)(i), as applicable.

(e) A~~n a~~pplicants for MCC/IR training who have~~s~~ completed MCC/VFR training shall be exempted from the requirement in point (a)(1)(i) and shall complete 5 hours of practical MCC/IR training.

FCL.740.H Revalidation of type ratings — helicopters

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

(1) pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL) ~~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~~ pilots 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.

(b) ~~(3)~~ When applicants hold more than ~~1~~ one type rating for ~~single-engine piston~~SEP helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only ~~1~~ one of the relevant types held, provided that they have completed at least 2 hours of flight time as ~~PIC on~~PIC in the other types during the validity period.

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

(c4) When applicants hold more than ~~1~~ one type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3 175 kg, they may achieve revalidation of all the relevant type ratings by ~~completing~~ passing the proficiency check in only ~~1~~ one of the relevant types held, provided that they have completed:

(1~~i~~) 300 hours as ~~PIC on~~PIC in helicopters;

(2~~ii~~) 15 hours on each of the types held; and

(3~~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.

(d5) P~~A p~~ilots who ~~successfully completes~~pass 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 points (b~~3~~) and (~~4~~c).

(e~~6~~) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.

(f~~b~~) A~~n a~~pplicants who fail~~s~~ 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 cases of points (b~~a~~)~~(3)~~ and (4c), ~~the~~ applicants shall not exercise ~~his/her~~their 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~~OSD ~~established in accordance with Part-21~~, ~~an~~ applicants 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 pilots of~~n~~ multi-pilot aeroplanes; and

(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~~ pilots o~~n~~f multi-pilot helicopters; and

(4) have completed 40 hours of flight instruction in aeroplanes; and

(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~~ pilots of~~n~~ multi-pilot helicopters or aeroplanes; and

(5) have completed 40 hours of flight instruction in aeroplanes or helicopters, as applicable, if they ~~pilot~~ have~~s~~ 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 the revalidation of powered-lift type ratings, ~~the~~ applicants shall:

(1) pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL) ~~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 pilots of the relevant type of powered-lift aircraft; or

(ii) one ~~1~~ route sector as pilots of the relevant type of powered-lift aircraft or FFS, flown with an examiner. This route sector may be flown during the proficiency check.

(b~~3~~) ~~A P~~pilots shall be exempted from complying with the requirement in point (a)(2) in case they:

(1) are working for a commercial air transport operator approved in accordance with the applicable air operations requirements; and

(2) ~~who~~ have~~s~~ 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)~~.

(c~~b~~) A~~n a~~pplicants who fail~~s~~ 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~~OSD ~~established in accordance with Part-21~~, ~~an~~ applicants for the first issue of an airship type rating for multi-pilot airships shall comply with the following experience requirements and prerequisites:

~~(a) for multi-pilot airships:~~

(~~1~~a) have completed 70 hours of flight time as ~~PIC on~~ PIC in airships; and

(b~~2~~) hold a certificate of satisfactory completion of MCC on airships.

~~(3) An a~~pplicants who do~~es~~ not comply with the requirement in point (b~~2~~) shall have the type rating issued with the privileges limited to exercising functions as co-pilots only. The limitation shall be removed once they ~~pilot~~ have~~s~~ completed 100 hours of flight time as PIC or ~~pilot-in-command~~PICUS ~~under supervision~~ of airships.

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

(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.

(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~~ applicants shall be issued with ~~given~~ a certificate of completion.

(d) A~~n a~~pplicants having completed MCC training for any other category of aircraft shall be exempted from the requirements in point (a).

FCL.740.As Revalidation of type ratings — airships

(a) ~~Revalidation.~~ For the revalidation of type ratings for airships, ~~the~~ applicants shall:

(1) pass a proficiency check in accordance with Appendix 9 to this Annex (Part-FCL) ~~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~~ pilots 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) A~~n a~~pplicants who fail~~s~~ 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, TMGs or sailplanes shall only undertake aerobatic flights when they hold ~~the appropriate~~an aerobatic 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; and

(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~~ pilots hold~~s~~ a licence for that aircraft category and has~~s~~ve successfully completed at least ~~3~~ three 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; and

(2) a training course at an ATO including:

(i) theoretical knowledge instruction i~~o~~n towing operations and procedures;

(ii) at least 10 ~~instruction flights~~ training flights towing a sailplane, including at least 5 dual ~~instruction flights~~ training flights; and

(iii) except for holders of an LAPL(S) or an SPL, ~~5~~ five 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~~ PIC in aeroplanes or TMGs, 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 TMGs, if the activity is to be carried out in TMGs; and

(2) a training course at an ATO including:

(i) theoretical knowledge instruction i~~o~~n towing operations and procedures; and

(ii) at least 10 ~~instruction flights~~ training flights towing a banner, including at least 5 dual ~~instruction flights~~ training flights.

(d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMGs, depending on which aircraft the flight instruction was completed. For banner towing, the privileges shall be limited to the towing method used for flight instruction. The privileges will be extended if ~~the~~ pilots ~~hold~~ a licence for aeroplanes or TMGs and ~~have~~ successfully completed at least ~~3~~ three dual training flights covering the full towing training syllabus in either aircraft and towing method for banner towing, as relevant.

(e) In order to exercise the privileges of the sailplane or banner towing ratings, ~~the~~ holders of the ratings shall have completed a minimum of ~~5~~ five tows during the last ~~24 months~~2 years.

(f) When ~~the~~ pilots ~~does~~ not comply with the requirement in point (e), before resuming the exercise of ~~his/her~~their privileges, they ~~pilot~~ shall complete the missing tows with or under the supervision of an instructor.

FCL.810 Night rating

(a) Aeroplanes, TMGs, airships

(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 6 months and shall comprise:

(i) theoretical knowledge instruction; and

(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:

(A) 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM);

~~and~~ (B) ~~5~~ five solo take-offs; and

(C) ~~5~~ five solo full-stop landings.

(2) Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of ~~the~~ a PPL.

(3) When applicants hold privileges for both a ~~single-engine piston~~SEP ~~aeroplane~~ (land) and a TMG class rating, they may complete the requirements in point (1) ~~above~~ in either ~~class or both classes~~a TMG or a~~n~~ SEP ~~aeroplane~~ (land) or in both of them.

(b) Helicopters

If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, ~~the~~ applicants shall have completed:

(1) ~~completed~~ at least 100 hours of flight time as pilots ~~in~~ of helicopters after the issue of the licence, including at least 60 hours as ~~PIC on~~ PIC in helicopters and 20 hours of cross-country flight; and

(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~~ five solo night circuits. Each circuit shall include a take-off and a landing.

(3) ~~An a~~pplicants who hold~~s~~ or have~~s~~ held an IR in an aeroplane or TMG shall be credited with 5 hours towards the requirement in point (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~~ two dual ~~instruction flights~~ training flights at night of at least 1 hour each.

FCL.815 Mountain rating

(a) Privileges

The privileges of ~~the~~ holders of a mountain rating are to conduct flights with aeroplanes or TMGs 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~~ pilots have~~s~~ undertaken an appropriate additional ~~familiarisation~~ training 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~~2 years, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges ~~sought~~granted.

(c) Skill test

After the completion of the training, ~~the~~ applicants shall pass a skill test with a flight examiner (~~n~~ FE) qualified for this purpose. The skill test shall contain:

(1) a verbal examination of theoretical knowledge; and

(2) ~~6~~ six landings on at least ~~2~~ two 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~~2 years.

(e) Revalidation

For the revalidation of a mountain rating, ~~the~~ applicants shall:

(1) have completed at least six~~6 mountain~~ landings on a surface designated as requiring a mountain rating in the past ~~24 months~~2 years; or

(2) pass a proficiency check. The proficiency check shall comply with the requirements in point (c).

(f) Renewal

If the rating has lapsed, ~~the~~ applicants shall comply with the requirement in point (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 Annex I (Part-21) to Regulation (EU) No 748 /2012~~Part-21~~, when they hold a flight test rating.

(b) The obligation to hold a flight test rating established in point (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~~n~~ maximum take-off mass of less than 2 000 kg.

(c) The privileges of ~~the~~ holders 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 Annex I (Part-21) to Regulation (EU) No 748/2012, either as PIC or co-pilots;

(2) in the case of a category 2 flight test rating:

(i) conduct category 1 flight tests, as defined in Annex I (Part-21) to Regulation (EU) No 748 /2012~~Part-21~~:

(A) as ~~a~~ co-pilots; or

(B) as PIC, in the case of aeroplanes referred to in point (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 25 000 f~~ee~~t (7 620 m);

(ii) conduct all other categories of flight tests, as defined in Annex I (Part-21) to Regulation (EU) No 748 /2012~~Part-21~~, either as PIC or co-pilots; and

(3) conduct flights without a type or class rating as defined in Subpart H, except that the flight test rating shall not be used for commercial air transport operations.

(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 1 000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC; and

(3) have completed at an ATO a training course ~~at an ATO~~ appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:

(i) performance;

(ii) stability and control/handling qualities;

(iii) systems;

(iv) test management; and

(v) 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.

FCL.825 En route instrument rating (EIR)

(a) Privileges and conditions

(1) The privileges of ~~the~~ holders 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~~ pilots hold~~s~~ a night rating in accordance with FCL.810.

(2) ~~The H~~holders of the EIR shall only commence or continue a flight on which ~~he/she~~they intend~~s~~ to exercise the privileges of ~~his/her~~their 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~~3 years 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~~ applicants 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~~ applicants shall pass a skill test in an aeroplane with an instrument rating examiner (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~~ holders of a single-engine EIR who also hold~~s~~ 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 of 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~~the 3 months immediately preceding the expiry date of the rating; or

(ii) within the 12 months immediately 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~~ holders 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~~ pass a proficiency check.

(5) If the EIR has not been revalidated or renewed within 7 years from the last validity date, ~~the~~ holders 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~~ pilots also hold~~s~~ a single-engine EIR, this proficiency check shall also achieve revalidation or renewal of the single-engine EIR. The training flight completed in a multi-engine aeroplane shall also fulfil the training flight requirement for the single-engine EIR.

(h) When ~~the~~ applicants for the EIR ha~~s~~ve completed instrument flight time under instruction with an IRI~~(A)~~ for aeroplanes or an FI~~(A)~~ for aeroplanes 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~~ number of hours to be credited and to establish the training needs, ~~the~~ applicants 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 with the EIR, ~~the~~ applicants shall:

(1) ~~successfully complete~~pass 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~~they ~~have~~s acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR); and

(3) have a minimum experience of at least 25 hours of flight time under IFR as ~~PIC on~~ PIC in aeroplanes.

FCL.830 Sailplane c~~C~~loud f~~F~~lying ~~R~~rating

(a) Holders of a pilot licence with privileges to fly sailplanes shall only operate a sailplane or a powered sailplane, excluding TMGs, within cloud when they hold a sailplane cloud flying rating.

(b) Applicants for a sailplane cloud flying rating shall have ~~completed~~ at least:

(1) completed 30 hours as PIC in sailplanes or powered sailplanes after the issue of the licence;

(2) completed 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~~ 1 hour may be completed i~~o~~n TMGs; and

(3) passed 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~~ in point (b)(2)(i). By way of derogation from point (b)(2)(ii), at least 1 hour of dual flight instruction in a sailplane or powered sailplane, excluding TMGs, 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~~ two years at least 1 hour of flight time, or ~~5~~ five 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~~ pass 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).

SUBPART J

INSTRUCTORS

SECTION 1

Common requirements

FCL.900 Instructor certificates

(a) General

~~. A p~~Instructors~~erson~~ shall only carry out:

(1) flight instruction in aircraft when ~~he/she~~they hold~~s~~:

(i) a pilot licence issued or accepted in accordance with this Regulation; and

(ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart; and

(2) synthetic flight instruction or MCC instruction when ~~he/she~~they hold~~s~~ an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.

(b) Special conditions

(1) The competent authority may issue a specific certificate granting privileges for flight instruction when compliance with the requirements established in this Subpart is not possible in the case of the introduction of:

(i) new aircraft in the Member States or in an operator's fleet; or

(ii) new training courses in this Annex (Part-FCL).

~~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~~ training flights necessary for the introduction of the new type of aircraft or the new training course and its validity shall not, in any case, exceed 1 year.

(2) Holders of a certificate issued in accordance with point (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~~point 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~~ point (a), in the case of flight instruction provided in an ATO located outside the territory of the Member States, the competent authority may issue an instructor certificate to ~~an~~ applicants 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~~ applicants:

~~(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;~~

(~~i~~ii) comply~~ies~~ with the requirements established in this Subpart for the issue of the relevant instructor certificate; and

(~~ii~~iii) demonstrate~~s~~ 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 Annex (Part-FCL)~~Part~~.

(2) The certificate shall be limited to providing flight instruction:

(i) in ATOs located outside the territory of the Member States; and

(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

A~~n a~~pplicants for the issue of an instructor certificate shall be at least 18 years of age.

(b) Additional requirements for instructors providing flight instruction in aircraft

A~~n a~~pplicants for the issue of or ~~the~~ holders 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 a rating training, hold the relevant rating for which flight instruction is to be given; ~~and~~

(3) except in the case of ~~the~~ flight test instructors (FTIs), have:

(i) completed at least 15 hours of flight time as ~~a~~ pilots of~~n~~ 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

(ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft; and

(~~3~~4) be entitled to act as ~~PIC on~~ PIC in 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.

(d) ~~-~~Credit for extension to further types shall take into account the relevant elements as defined in the ~~operational suitability data~~OSD ~~in accordance with Part-21~~.

(e) Additional requirements for instructing in a training course in accordance with FCL.745.A:

(1) In addition to (b), before acting as instructors for a training course according to FCL.745.A, holders of an instructor certificate shall:

(i) have at least 500 hours of flight time as pilots of aeroplanes, including 200 hours of flight instruction;

(ii) after complying with the experience requirements in point (e)(1)(i), have completed a UPRT instructor training course at an ATO, during which the competence of applicants shall have been assessed continuously; and

(iii) upon completion of the course, have been issued with a certificate of course completion by the ATO, whose Head of Training (HT) shall have entered the privileges specified in point (e)(1) in the logbook of the applicants.

(2) The privileges referred to in point (e)(1) shall only be exercised if instructors have, during the last year:

(i) provided at least 1 hour of flight training as an instructor during a course in accordance with FCL.745.A; or

(ii) completed refresher training at an ATO to the satisfaction of the HT.

(3) Instructors holding the privileges specified in point (e)(1) may act as instructors for a course as specified in point (e)(1)(ii), provided that they:

(i) have 25 hours of flight instruction experience during training according to FCL745.A;

(ii) have completed an assessment of competence for this privilege; and

(iii) comply with the recency requirements in point (e)(2).

(4) These privileges shall be entered in the logbook of the instructors and signed by the examiner.

FCL.920 Instructor competencies and assessment

All instructors shall be trained to achieve the following competences:

(a) prepare resources;

(b) create a climate conducive to learning;

(c) present knowledge;

(d) integrate threat and error management (TEM) and crew resource management (CRM);

(e) manage time to achieve training objectives;

(f) facilitate learning;

(g) assess trainee performance;

(h) monitor and review progress;

(i) evaluate training sessions; and

(j) 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~~CRM 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~~ applicants 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~~ applicants.

(c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:

(1) one~~1~~ simulator session of at least 3 hours; or

(2) ~~1~~ one air exercise of at least 1 hour comprising at least ~~2~~ two take-offs and landings.

(d) If ~~the~~ instructors ~~have~~s not fulfilled the requirements ~~of~~ in point (c), before exercising the privileges to conduct flight instruction for the MPL, ~~he/she~~they shall:

(1) ~~receive~~ complete 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 point (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 Annex (Part-FCL) ~~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 instructors (MCCIs), ~~the~~ synthetic training instructors (STIs), ~~the~~ mountain rating instructors (MIs) and ~~the flight test instructor (~~FTIs~~)~~, ~~an~~ applicants for the issue of 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 pilots 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 preflight, postflight and theoretical knowledge instruction;

(2) oral theoretical examinations on the ground, preflight and postflight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD; and

(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 the revalidation of an instructor certificate, ~~an~~ applicants who fail~~s~~ 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 successfully completed.

FCL.940 Validity of instructor certificates

With the exception of ~~the~~ MIs, and without prejudice to FCL.900(b)(1) and FCL.915(e)(2), instructor certificates shall be valid for a period of 3 years.

~~-~~FCL.945 Obligations for instructors

Upon completion of the training flight for the revalidation of a~~n~~ SEP or TMG class rating in accordance with FCL.740.A (b)(1) and only in the event of fulfilment of all the other revalidation criteria required by FCL.740.A (b)(1), the instructor shall endorse the applicants'~~s~~ licence with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the competent authority responsible for the applicants'~~s~~ licence.

SECTION 2

Specific requirements for the flight instructor — FI

FCL.905.FI ~~FI —~~ Privileges and conditions

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

(a) a PPL, an SPL, a BPL and an 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) class and type ratings for single-pilot single-engine aeroplanes, except for single-pilot high-performance complex aeroplanes in multi-pilot operations, provided that they:

(1) hold or have held a TRI certificate for multi-pilot aeroplanes; or

(2) have at least 500 hours as pilots in multi-pilot operations on aeroplanes; and

(3) have completed the training course for an MCCI in accordance with FCL.930.MCCI;

(~~c~~d) type ratings for single or multi-pilot airships;

(~~d~~e) a CPL in the appropriate aircraft category, provided that they ~~FI~~ have~~s~~ completed at least 500 hours of flight time as ~~a~~ pilots i~~o~~n that aircraft category, including at least 200 hours of flight instruction;

(~~e~~f) the night rating, provided that they ~~FI~~:

(1) are~~i~~s qualified to fly at night in the appropriate aircraft category;

(2) have~~s~~ demonstrated the ability to instruct at night to an FI qualified in accordance with point (j~~i~~) below; and

(3) comply~~ies~~ with the night experience requirement ~~of~~ in FCL.060(b)(2);

(~~f~~g) a towing, aerobatic or, in the case of ~~an~~ FIs(S), a cloud flying rating, provided that such privileges are held and the FIs have~~s~~ demonstrated the ability to instruct for that rating to an FI qualified in accordance with point (j~~i~~);

(g~~h~~) an EIR or IR in the appropriate aircraft category, provided that they ~~FI~~ have~~s~~:

(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 an FNPT II;

(2) completed as ~~a~~ student pilots the IRI training course and has~~ve~~ passed an assessment of competence for the IRI certificate; and

(3) in addition:

(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;~~ and

(ii) for multi-engine helicopters, met the requirements ~~for the issue of a TRI certificate~~established in FCL.910.TRI(c)(1) and the prerequisites for the TRI(H) training course established in FCL.915.TRI(d)(2);

(~~h~~i) single-pilot multi-engine class or type ratings, except for single-pilot high-performance complex aeroplanes, provided that they ~~FI~~ meet~~s~~:

(1) in the case of aeroplanes, the prerequisites for the CRI ~~training course~~certificate established in FCL.915.CRI(a) and the requirements ~~of~~ in FCL.930.CRI and FCL.935; and

(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);

(~~i~~j) an FI, an IRI, a CRI, an STI or an MI certificate provided that they ~~FI~~ have~~s~~:

(1) completed at least:

(i) in the case of ~~an~~ FI(S), at least 50 hours or 150 launches of flight instruction i~~o~~n sailplanes;

(ii) in the case of ~~an~~ FI(B), at least 50 hours or 50 take-offs of flight instruction i~~o~~n balloons;

(iii) in all other cases, 500 hours of flight instruction in the appropriate aircraft category; and

(2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a ~~F~~flight i~~I~~nstructor ~~E~~examiner (FIE) the ability to instruct for the FI certificate;

(~~j~~k) an MPL, provided that the FIs:

(1) for the core flying phase of the training, have~~s~~ completed at least 500 hours of flight time as ~~a~~ pilots of~~n~~ aeroplanes, including at least 200 hours of flight instruction;

(2) for the basic phase of the training:

(i) hold~~s~~ a multi-engine aeroplane IR and the privilege to instruct for an IR; and

(ii) have~~s~~ at least 1 500 hours of flight time in multi-crew operations; and

(3) in the case of ~~an~~ FIs already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement ~~of~~ in point (2)(ii) may be replaced by the completion of a structured course of training consisting of:

(i) MCC qualification;

(ii) observation of~~ing~~ ~~5~~ five sessions of flight instruction in Phase 3 of an MPL course;

(iii) observation of~~ing~~ ~~5~~ five sessions of flight instruction in Phase 4 of an MPL course;

(iv) observation of~~ing~~ ~~5~~ five operator recurrent line-oriented flight training sessions; and

(v) the content of the MCCI ~~instructor~~ course.

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

FCL.910.FI ~~FI —~~Restricted privileges

(a) ~~An~~ FIs shall have ~~his/her~~their 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 the case of aeroplanes and helicopters;

(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; and

(4) for the night, towing or aerobatic ratings.

(b) Whilst~~e~~ conducting training under supervision, in accordance with point (a), ~~the~~ FIs shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.

(c) The limitations in points (a) and (b) shall be removed from the FI certificate when ~~the~~ FIs ha~~s~~ve completed at least:

(1) for the FI(A), 100 hours of flight instruction in aeroplanes or TMGs and, in addition, have~~s~~ supervised at least 25 student solo flights;

(2) for the FI(H), 100 hours of flight instruction in helicopters and, in addition, have~~s~~ supervised at least 25 student solo flight air exercises; and

(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), an LAPL(S), an SPL, an LAPL(B) or a BPL in the appropriate aircraft category.

FCL.915.FI ~~FI —~~Prerequisites

(a) A~~n a~~pplicants for the issue of an FI(A) or an FI(H) certificate shall:

~~(a) in the case of the FI(A) and FI(H):~~

(1) have received at least 10 hours of instrument flight instruction ~~o~~in the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD; and

(2) have completed 20 hours of VFR cross-country flight i~~o~~n the appropriate aircraft category as PIC.~~and~~

(b) ~~a~~A~~dditionally,~~ pplicants for the FI(A) certificate shall, in addition to the requirements in point (a):

(1) hold at least a CPL(A); or

(2) hold at least a PPL(A) and shall have:

(i) met the requirements for CPL theoretical knowledge in accordance with FCL.310 and FCL.315, except for ~~an~~ FIs(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); and

(4) have completed ~~a~~ one 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~~ two ~~different~~ aerodromes different from the aerodrome of departure shall be made.

(c) A~~additionally,~~ pplicants for the FI(H) certificate shall, in addition to the requirements in point (a), have completed 250 hours total flight time as pilots of~~n~~ helicopters, of which at least:

(1) ~~at least~~ 100 hours shall be as PIC if ~~the~~ applicants hold~~s~~ at least a CPL(H); or

(2) ~~at least~~ 200 hours as PIC if ~~the~~ applicants hold~~s~~ at least a PPL(H) and have~~s~~ met the requirements for CPL theoretical knowledge.

(d) Applicants for the ~~an~~ FI(As) certificate shall have completed 500 hours of flight time on airships as PIC, of which 400 hours shall be as PIC holding a CPL(As).

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

(f) Applicants for the ~~an~~ FI(B) certificate shall 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 in accordance with ~~as set out in~~ Appendix 9 to this Annex (Part-FCL)~~Part~~.

(b) The FI training course shall include:

(1) 25 hours of teaching and learning instruction;

(2) in the case of an FI(A), an FI(H) or an FI(As), at least 100 hours of theoretical knowledge instruction, including progress tests;

(3) in the case of an FI(B) or an FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests;

~~(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;~~

(~~4~~3) ~~(i)~~ in the case of an FI(A) and an FI(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;

(~~i~~5~~i~~) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction;

(6~~iii~~) in the case of an FI(S), at least 6 hours ~~or 20 take-offs~~ of flight instruction or 20 take-offs during flight instruction;

(7~~iv~~) in the case of an FI(S) providing training ~~o~~in TMGs, at least 6 hours of dual ~~flight instruction on~~flight instruction in TMGs; and

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

~~(4)~~ When applying for an FI certificate in another category of aircraft, pilots holding or having held an FI(A), an FI(H) or an FI(As) shall be credited with 55 hours towards the requirement in point (b)(2)~~(i)~~ or with 18 hours towards the requirement~~s~~ in point (b)(~~2~~3)~~(ii)~~.

(c) Applicants for an FI certificate who hold or have held any instructor certificate issued in accordance with this Annex (Part-FCL) shall be fully credited towards the requirements in point (b)(1).

FCL.940.FI ~~FI —~~Revalidation and renewal

(a) Revalidation

(1) For the revalidation of an FI certificate, ~~the~~ holders shall fulfil ~~2~~ two of the following ~~3~~ three requirements:

(~~i~~1) C~~c~~omplete:

(A~~i~~) in the case of an FI(A) and an FI(H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as FIs, TRIs, CRIs, IRIs, MIs or examiners. 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 immediately preceding the expiry date of the FI certificate;

(Bii) in the case of an FI(As), at least 20 hours of flight instruction in airships as FIs, IRIs or as examiners 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 immediately preceding the expiry date of the FI certificate;

(Ciii) 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 FIs or as examiners during the period of validity of the certificate; and

(Div) in the case of an FI(B), at least 6 hours of flight instruction in balloons as FIs or as examiners during the period of validity of the certificate.

(ii2) ~~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.

(iii3) P~~p~~ass an assessment of competence in accordance with FCL.935, within the 12 months immediately preceding the expiry date of the FI certificate.

(2~~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), FI(S) and FI(B), ~~the~~ holders shall have to pass an assessment of competence in accordance with FCL.935.

(b~~c~~) Renewal

(1) If the FI certificate has lapsed for less than 3 years, ~~the~~ applicants 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 point (a)(1)(ii)~~;~~ and pass an assessment of competence in accordance with FCL.935.

(2) If the FI certificate has lapsed for more than 3 years, applicants shall, within a period of 1 year before renewal, receive instructor refresher training as an FI at 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

(a) The privileges of ~~a~~ TRIs are to instruct for:

(1~~a~~) the revalidation and renewal of an EIR or an IR, provided they ~~TRI~~ hold~~s~~ a valid IR; and

(2~~b~~) the issue of a TRI or SFI certificate, provided that ~~the holder has 3 years of experience as a TRI; and~~

(i) holders have at least 50 hours of instructional experience as TRIs or SFIs; and

(ii) they have 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.

(b~~c~~) ~~in the case of~~The privileges of ~~the~~ TRIs for single-pilot aeroplanes are to instruct for:

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

The privileges of ~~the~~ TRIs ~~(SPA)~~ for single-pilot aeroplanes may be extended to flight instruction for single-pilot high-performance complex aeroplanes type ratings in multi-pilot operations, provided that they ~~TRI~~:

(i) hold~~s~~ an MCCI certificate; or

(ii) hold~~s~~ or ha~~s~~ve held a TRI certificate for multi-pilot aeroplanes; and

(2) the MPL course on the basic phase, provided that ~~he/she~~they have~~s~~ the privileges extended to multi-pilot operations and hold~~s~~ or have~~s~~ held an FI(A) or an IRI(A) certificate.

(c~~d~~) The privileges~~in the case~~ of ~~the~~ TRIs for multi-pilot aeroplanes are to instruct for:

(1) the issue, revalidation and renewal of type ratings for:

(i) multi-pilot aeroplanes; and

(ii) single-pilot high-performance complex aeroplanes when ~~the~~ applicants seek~~s~~ privileges to operate in multi-pilot operations;

(2) MCC training; and

(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.

(d~~e~~) The privileges ~~in the case~~ of ~~the~~ TRIs for helicopters are to instruct for:

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

(2) MCC training, provided ~~he/she~~they hold~~s~~ a multi-pilot helicopter type rating; and

(3) the extension of the single-engine IR(H) to multi-engine IR(H).

(e~~f~~) The privileges ~~in the case~~ of ~~the~~ TRIs for powered-lift aircraft are to instruct for:

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

(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~~ TRIs shall be restricted to training in the FFS.

The restriction shall be removed when TRIs have completed the respective parts of the training programme as required by FCL.930.TRI(a).

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

(b) ~~-~~TRIs for aeroplanes and for powered-lift aircraft — TRI(A) and TRI(PL)

The privileges of ~~a~~ TRIs are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence ~~was~~ were ~~taken~~conducted. Unless otherwise determined ~~by~~ in the ~~operational suitability data~~OSD ~~established in accordance with Part-21~~, the privileges of ~~the~~ TRIs shall be extended to further types when ~~the~~ TRIs have~~s~~:

(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 type rating examiner (TRE) qualified in accordance with Subpart K ~~his/her~~their ability to instruct a pilot to the level required for the issue of a type rating, including preflight, postflight and theoretical knowledge instruction.

The privileges of TRIs shall be extended to further variants in accordance with the OSD when TRIs have completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course.

(c) ~~-~~TRIs for helicopters — TRI(H)

(1) The privileges of ~~a~~ TRIs(H) are restricted to the type of helicopter in which the skill test for the issue of the TRI certificate was taken. Unless otherwise determined ~~by~~ in the ~~operational suitability data~~OSD ~~established in accordance with Part-21~~, the privileges of the TRIs shall be extended to further types when they ~~TRI~~ have~~s~~:

(i) completed the relevant parts of the ~~appropriate type~~ ~~technical~~ technical training and flight instruction parts of the applicable TRI course ~~on the applicable type of helicopter or an FSTD representing that type~~;

(ii) conducted at least 2 hours of ~~flight instruction on~~flight instruction in 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 a TRE qualified in accordance with Subpart K ~~his/her~~their ability to instruct a pilot to the level required for the issue of a type rating, including preflight, postflight and theoretical knowledge instruction.

The privileges of TRIs shall be extended to further variants in accordance with the OSD when the TRIs have completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course.

(2) Before the privileges of ~~a~~ TRIs(H) are extended from single-pilot to multi-pilot ~~privileges~~ on the same type of helicopters, ~~the~~ holders shall have at least 100 hours in multi-pilot operations on this type.

(d) Notwithstanding the ~~paragraphs~~ points 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

(a) A~~n a~~pplicants for the issue of a TRI certificate shall~~:~~

~~(a)~~ hold a CPL, an MPL or an ATPL ~~pilot licence i~~on the applicable aircraft category;

(b) Applicants for the issue of~~for~~ a TRI(MPA) certificate shall, in addition to the requirements in point (a):

(1) have completed 1 500 hours of flight time as ~~a~~ pilots of~~n~~ 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-pilots of~~n~~ the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;

(c) Applicants for the issue of~~for~~ a TRI(SPA) certificate shall, in addition to the requirements in point (a):

(1) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as ~~PIC on~~ PIC in the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type; and

(2) comply with one of the following requirements:

(i) have completed at least 500 hours of flight time as pilots of~~n~~ aeroplanes, including 30 hours as ~~PIC on~~ PIC in the applicable type of aeroplane; or

(ii) hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges.

(d) Additionally to the requirement in point (a), applicants for the issue of a TRI(H) certificate for~~for TRI(H)~~:

(1) ~~for a TRI(H) certificate for~~ single-pilot single-engine helicopters, shall have completed 250 hours as ~~a~~ pilots of~~n~~ helicopters;

(2) ~~for a TRI(H) certificate for~~ single-pilot multi-engine helicopters, shall have completed 500 hours as pilots of helicopters, including 100 hours as ~~PIC on~~ PIC in single-pilot multi-engine helicopters; and

(3) ~~for a TRI(H) certificate for~~ multi-pilot helicopters, shall have completed 1 000 hours of flight time as ~~a~~ pilots of~~n~~ helicopters, including:

(i) 350 hours as ~~a~~ pilots of~~n~~ multi-pilot helicopters; or

(ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilots of that type in multi-pilot operations.

~~(4)~~ Holders of an FI(H) certificate shall be fully credited towards the requirements ~~of~~ in points (1) and (2) in the relevant single-pilot helicopter.

(e) Applicants for the issue of a~~for~~ TRI(PL) certificate shall, in addition to the requirements in point (a), have completed:

(1) ~~have completed~~ 1 500 hours of flight time as ~~a~~ pilots of~~n~~ 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-pilots of~~n~~ the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.

FCL.930.TRI ~~TRI — T~~Training course

(a) The TRI training course shall include, at least:

(1) 25 hours of teaching and learning instruction;

(2) 10 hours of technical training relevant to the appropriate aircraft, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills; and

(3) 5 hours of ~~flight instruction on~~flight instruction in 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~~ in point (a)(1).

(c) A~~n a~~pplicants for the issue of a TRI certificate who hold~~s~~ an SFI certificate for the relevant type shall be fully credited towards the requirements of this ~~paragraph~~ point for the issue of a TRI certificate restricted to flight instruction in simulators.

FCL.935.TRI ~~TRI — A~~Assessment of competence

~~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.,~~

(a) The assessment of competence for a TRI for MPA and PL shall be conducted in an FFS. If no FFS is available, the aircraft can be used.

(b) The assessment of competence for a TRI for single-pilot high-performance complex aeroplanes and helicopters shall be conducted in:

(1) an available and accessible FFS; or

(2) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or

(3) the aircraft if no FSTD is available or accessible .

FCL.940.TRI ~~TRI — R~~Revalidation and renewal

(a) Revalidation

(1) Aeroplanes~~.~~

F~~f~~or the revalidation of a TRI(A) certificate, ~~the~~ applicants shall, within the ~~last~~ 12 months immediately preceding the expiry date of the certificate, fulfil ~~one~~ 2 ~~two~~ of the following ~~3~~ three requirements:

(i) Cconduct 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 two take-offs and landings;

(ii) Rreceive instructor refresher training as a TRI(A) at an ATO; and

(iii) Ppass the assessment of competence in accordance with FCL.935.

(2) Helicopters and powered-lift

Ffor the revalidation of a TRI (H) or TRI(PL) certificate, the applicants shall, within the validity period of the TRI certificate, fulfil 2 two of the following 3 three requirements:

(i) Ccomplete 50 hours of flight instruction onflight instruction in 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 immediately 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 FIs, instrument rating instructors (IRIs), synthetic training instructor (STIs) or as any kind of examiners shall also be relevant for this purpose.

(ii) Rreceive instructor refresher training as a TRI(H) or TRI(PL), as relevant, at an ATO.

(iii) Ppass the assessment of competence in accordance with FCL.935.

(3) For at least each alternate revalidation of a TRI certificate, the holders shall have to pass the assessment of competence in accordance with FCL.935.

(4) If a personTRIs holds a TRI certificate ion more than one type of aircraft and if it is part of a recommendation of the OSD 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 the revalidation of a TRI(H) certificate

. A TRIs(H) holding an FI(H) certificate ion the relevant type shall have full credit towards the requirements in point (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 applicants shall have completed within the 12 months immediately preceding the application:

(i) completed within the last 12 months preceding the application at least 30 route sectors, to includinge 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; andrelevant parts of a TRI course at an approved ATO;

(iii) ~~conducted~~ at least 3 hours of flight instruction in 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~~ applicants shall have, within the 12 months immediately preceding the application:~~,within a period of 12 months before renewal:~~

(i) completed at least 30 route sectors, including take-offs and landings on the applicable aircraft type, of which not more than 15 sectors may be completed in a flight simulator;

(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 in the applicable type of helicopter under the supervision of a TRI(H) or a TRI(PL) as relevant during type rating or recurrent training; and

(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 ~~5~~4

Specific requirements for the class rating instructor — CRI

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

(a) The privileges of ~~a~~ CRIs are to instruct for:

(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~~ applicants are to fly in single-pilot operations;

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

(3) the extension of the LAPL(A) privileges to another class or variant of aeroplane.

(b) The privileges of ~~a~~ CRIs are restricted to the class or type of aeroplane in which the instructor assessment of competence was ~~taken~~conducted. The privileges of ~~the~~ CRIs shall be extended to further classes or types when ~~the CRI~~ they have~~s~~ completed, within the last 12 months:

(1) 15 hours of flight time as ~~PIC on~~ PIC in aeroplanes of the applicable class or type of aeroplane; and

(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.

(c) The privileges of CRIs are to instruct for class and type ratings for single-pilot single-engine aeroplanes, except for single-pilot high-performance complex aeroplanes, in multi-pilot operations, provided that CRIs:

(1) hold or have held a TRI certificate for multi-pilot aeroplanes~~;~~ or have at least 500 hours as pilots in multi-pilot operations on aeroplanes; and

(2) have completed the training course for an MCCI in accordance with FCL.930.MCCI.

(~~c~~d) 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~~ in FCL.930.CRI(a)(3) and FCL.935.

FCL.915.CRI ~~CRI —~~ Prerequisites

A~~n a~~pplicants for the issue of a CRI certificate shall have completed at least:

(a) for multi-engine aeroplanes:

(1) 500 hours of flight time as ~~a~~ pilots of~~n~~ aeroplanes; and

(2) 30 hours as ~~PIC on~~ PIC in the applicable class or type of aeroplane; and

(b) for single-engine aeroplanes:

(1) 300 hours of flight time as ~~a~~ pilots of~~n~~ aeroplanes; and

(2) 30 hours as ~~PIC on~~ PIC in 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; and

(3) 5 hours of ~~flight instruction on~~flight instruction in multi-engine aeroplanes or 3 hours of ~~flight instruction on~~flight instruction in 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~~ in point (a)(1).

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

(a) Revalidation

For the revalidation of a CRI certificate, applicants shall, within the validity period of the CRI certificate, fulfil two of the following three requirements: ~~For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the CRI certificate:~~

(1) C~~c~~onduct at least 10 hours of flight instruction in the role of a CRI. If ~~the~~ applicants have~~s~~ 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) Rreceive refresher training as a CRI at an ATO; or

(3) Ppass 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 holders shall have to comply with the requirement of in point (a)(3).

(c) Renewal

If the CRI certificate has lapsed, the applicants shall, within a period of 1 year2 months before renewal:

(1) receive refresher training as a CRI at an ATO; and

(2) pass the assessment of competence established in FCL.935.

SECTION 65

Specific requirements for the instrument rating instructor — IRI

FCL.905.IRI IRI — Privileges and conditions

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

(b) Specific requirements for the MPL course.

To instruct for the basic phase of training on an MPL course, the IRIs(A) shall:

(1) hold an IR for multi-engine aeroplanes; and

(2) have completed at least 1 500 hours of flight time in multi-crew operations.

(3) In the case of IRIs already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of in point (b)(2) may be replaced by the completion of the course provided for in pointparagraph FCL.905.FI(jk)(3).

FCL.915.IRI IRI — Prerequisites

(a) An applicants for the issue of an IRI(A) 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

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

(b) Applicants for the issue of for an IRI(H) certificate shall:

(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) certificate for multi-pilot helicopters, meet the requirements of in FCL.905.FI(g)(3)(ii).

(c) Applicants for the issue of~~or~~ an IRI(As) certificate shall 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 IRI training course ~~for the IRI certificate~~ shall include, at least:

(1) 25 hours of teaching and learning instruction; and

(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~~b) The IRI(A) training course shall, in addition to the requirements in point (a), include at least 10 hours of ~~flight instruction on~~flight instruction in an aeroplane, FFS, FTD 2/3 or FPNT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5.

(c~~ii~~) The IRI(H) training course shall, in addition to the requirements in point (a), include~~,~~ at least 10 hours of ~~flight instruction on~~flight instruction in a helicopter, an FFS, an FTD 2/3 or an FNPT II/III~~;~~. In the case of applicants holding an FI(H) certificate, these hours are reduced to 5.

(d~~iii~~) The IRI(As) training course ~~for the IRI(As) certificate~~ shall, in addition to the requirements in point (a), include~~,~~ at least 10 hours of ~~flight instruction on~~flight instruction in an airship, an FFS, an FTD 2/3 or an FNPT II.

(~~b~~e) Flight instruction shall be given by an FI qualified in accordance with FCL.905.FI(i).

(~~c~~f) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement ~~of~~ in point (a)(1).

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

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

SECTION ~~7~~6

Specific requirements for the synthetic flight instructor — SFI

FCL.905.SFI ~~SFI —~~Privileges and conditions

The privileges of ~~an~~ SFIs 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~~they hold~~s~~ or have~~s~~ held an IR in the relevant aircraft category; and ~~has completed an IRI training course; and~~

(b) the issue of an IR, provided that they hold or have held an IR in the relevant aircraft category and have completed an IRI training course.

(c~~b~~) The privileges of SFIs ~~in the case of SFI~~ for single-pilot aeroplanes are to carry out synthetic flight instruction for:

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

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

(i) hold~~s~~ an MCCI certificate; or

(ii) hold~~s~~ or have~~s~~ held a TRI certificate for multi-pilot aeroplanes; and

(2) MCC and the MPL training courses on the basic phase, provided that the privileges of ~~the~~ SFIs(SPA) have been extended to multi-pilot operations in accordance with point (1).~~:~~

~~(i) MCC;~~

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

(~~c~~d) The privileges of SFIs ~~in the case of SFI~~ for multi-pilot aeroplanes are to carry out synthetic flight instruction for:

(1) the issue, revalidation and renewal of type ratings for:

(i) multi-pilot aeroplanes; and

(ii) single-pilot high-performance complex aeroplanes when ~~the~~ applicants seek~~s~~ privileges to operate in multi-pilot operations;

(2) MCC training course; and

(3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, ~~he/she~~they hold~~s~~ or have~~s~~ held an FI(A) or an IRI(A) certificate.

(~~d~~e) The privileges of SFIs ~~in the case of SFI~~ for helicopters are to carry out synthetic flight instruction for:

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

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

FCL.910.SFI ~~SFI —~~Restricted privileges

The privileges of ~~the~~ SFIs 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~~ holders have satisfactorily completed~~s~~:

(a) ~~satisfactorily completed~~ the simulator content of the relevant type rating course; ~~and~~

(b) ~~satisfactorily completed~~ the relevant parts of the technical training and flight instruction parts of the applicable TRI course; and

(~~b~~c) 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

(a) A~~n~~ applicants for the issue of an SFI certificate shall:

(1a) hold or have held a CPL, an MPL or an ATPL in the appropriate aircraft category;

(2b) have ~~completed~~ passed the ~~proficiency check~~skill test for the issue or, if applicable, the proficiency check for the revalidation or renewal of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months immediately preceding the application.~~and~~

(b~~c~~) Applicants for the issue of an SFI(A) certificate for multi-pilot aeroplanes or of an SFI(PL) certificate shall, in addition to the requirements in point (a),~~additionally, for an SFI(A) for multi-pilot aeroplanes or SFI(PL),~~ have:

(1) at least 1 500 hours of flight time as ~~a~~ pilots of~~n~~ multi-pilot aeroplanes or powered-lift, as applicable;

(2) completed, as ~~a~~ pilots or as ~~an~~ observers, within the 12 months immediately preceding the application, at least:

(i) ~~3~~ three route sectors on the flight deck of the applicable aircraft type; or

(ii) ~~2~~ two line-orient~~at~~ed flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include ~~2~~ two flights of at least 2 hours each between ~~2~~ two different aerodromes, and the associated preflight planning and debriefing.

(c~~d~~) Applicants for the issue of an SFI(A) certificate for single-pilot high-performance complex aeroplanes shall, in addition to the requirements in point (a)~~additionally, for an SFI(A) for single-pilot high performance complex aeroplanes~~:

(1) have completed at least 500 hours of flight time as pilots of aeroplanes, of which at least 30 hours shall be as PIC in 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 point (b~~c~~)(2);

(d~~e~~) Applicants for the issue of an ~~additionally, for an~~ SFI(H) certificate shall, in addition to the requirements in point (a), have:

(1) completed, as ~~a~~ pilots or as ~~an~~ observers, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months immediately preceding the application; and

(2) in the case of multi-pilot helicopters, at least 1 000 hours of flying experience as ~~a~~ pilots of~~n~~ 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 pilots of helicopters, including 100 hours as ~~PIC on~~ PIC in single-pilot multi-engine helicopters; and

(4) in the case of single-pilot single-engine helicopters, completed 250 hours as ~~a~~ pilots of~~n~~ helicopters.

FCL.930.SFI ~~SFI —~~ Training course

(a) The training course for ~~the~~ SFIs shall include:

(1) the FSTD content of the applicable type rating course; and

(2) the FSTD content of the TRI training course.

(b) A~~n a~~pplicants for the issue of an SFI certificate who hold~~s~~ a TRI certificate for the relevant type shall be fully credited towards the requirements of this point~~paragraph~~.

FCL.940.SFI ~~SFI —~~ Revalidation and renewal

(a) Revalidation

For the revalidation of an SFI certificate, ~~the~~ applicants shall, within the validity period of the SFI certificate, fulfil ~~2~~ two of the following ~~3~~ three requirements:

(1) C~~c~~omplete 50 hours as ~~an~~ instructors or ~~an~~ examiners in FSTDs, of which at least 15 hours shall be within the 12 months immediately preceding the expiry date of the SFI certificate.

(2) R~~r~~eceive instructor refresher training as an SFI at an ATO.

(3) P~~p~~ass the relevant sections of the assessment of competence in accordance with FCL.935.

(b) Additionally, ~~the~~ applicants 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~~ holders shall have to comply with the requirement ~~of~~ in point (a)(3).

(d) If SFIs hold a certificate in more than one type of aircraft within the same category and if recommended in the OSD, 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.

(~~d~~e) Renewal

If the SFI certificate has lapsed, ~~the~~ applicants shall, within the 12 months immediately 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 ~~8~~7

Specific requirements for the multi-crew cooperation instructor — MCCI

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

~~(a)~~ The privileges of ~~an~~ MCCIs are to carry out flight instruction during:

(a~~1~~) the practical part of MCC courses when not combined with type rating training; and

(b~~2~~) in the case of MCCIs(A), the basic phase of the MPL integrated training course, provided ~~he/she~~they hold~~s~~ or have~~s~~ held an FI(A) or an IRI(A) certificate.

FCL.910.MCCI ~~MCCI —~~ Restricted privileges

The privileges of ~~the~~ holders 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~~ holders have~~s~~ 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

A~~n a~~pplicants for the issue of an MCCI certificate shall:

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

(b) have at least:

(1) in the case of aeroplanes, airships and powered-lift aircraft, 1 500 hours of flying experience as ~~a~~ pilots in multi-pilot operations; and

(2) in the case of helicopters, 1 000 hours of flying experience as ~~a~~ pilots 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~~ applicants wish~~es~~ to instruct; and

(3) 3 hours of practical instruction, which may be flight instruction or MCC instruction i~~o~~n the relevant ~~FNPT II/III MCC, FTD 2/3 or FFS~~FSTD, under the supervision of a TRI, an SFI or an MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicants'~~s~~ competence as described in FCL.920.

(b) Applicants holding or having held an FI, a TRI, a CRI, an IRI or an SFI certificate shall be fully credited towards the requirement ~~of~~ in point (a)(1).

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

(a) Revalidation

For the revalidation of an MCCI certificate, ~~the~~ applicants shall have completed the requirements ~~of~~ in 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~~ applicants shall complete the requirements ~~of~~ in FCL.930.MCCI(a)(2) and (3) on the relevant type of ~~FNPT II/III MCC, FTD 2/3 or FFS~~FSTD.

SECTION ~~9~~8

Specific requirements for the synthetic training instructor — STI

FCL.905.STI ~~STI —~~ Privileges ~~and conditions~~

(a) The privileges of ~~an~~ STIs are to carry out synthetic flight instruction in the appropriate aircraft category for:

(1) the issue of a licence; and

(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~~ STIs(A)

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

The privileges may be extended to other FSTDs representing further types of aircraft when ~~the~~ holders ~~have~~ within the year preceding the application:

(a) completed the ~~FFS~~ FSTD content of the TRI course on the applicable type or class of aircraft;

(b) passed in the FSTD on which flight instruction is to be conducted, the applicable section of the proficiency check in accordance with Appendix 9 to this Annex (Part-FCL) for the appropriate class or type of aircraft.

For STIs(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;~~ and

(c) conducted, on a CPL, an IR, a PPL or a class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, a CRI(A), an IRI or a TRI nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE in the appropriate aircraft category.~~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).~~

FCL.915.STI ~~STI —~~ Prerequisites

(a) A~~n a~~pplicants for the issue of an STI certificate shall:

(1~~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; and

(2~~b~~) have ~~completed~~ passed in an ~~FNPT~~ FSTD the relevant proficiency check for the class or type rating, within a period of 1 year~~2 months~~ preceding the application.

A~~n a~~pplicants for the issue of 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).

(b~~c~~) A~~a~~dditionally to the prerequisites in point (a), applicants for the issue of ~~for~~ an STI(H) certificate shall~~,~~ 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 immediately preceding the application.

FCL.930.STI ~~STI —~~ Training course

(a) The training course for ~~the~~ STIs 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 applicants' ~~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~~flight instruction in a BITD.

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

FCL.940.STI ~~STI —~~ Revalidation and renewal of the STI certificate

(a) Revalidation

For the revalidation of an STI certificate, ~~the~~ applicants 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, the FTD 2/3 or the FNPT II/III on which flight instruction is ~~routinely~~ conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Annex (Part-FCL) ~~Part~~ for the appropriate class or type of aircraft.

For ~~an~~ STIs(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~~ applicants shall:

(1) receive refresher training as an STI at an ATO; and

(2) pass in the FFS, the FTD 2/3 or the FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this ~~Pa~~Annex (Part-FCL)~~rt~~ 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); and

(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, a CRI(A), an IRI or a TRI(H) nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by a flight instructor examiner for aeroplanes~~n~~ (FIE(A)).

SECTION ~~10~~9

Mountain rating instructor — MI

FCL.905.MI ~~MI —~~ Privileges and conditions

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

FCL.915.MI ~~MI —~~ Prerequisites

A~~n a~~pplicants for the issue of an MI certificate shall hold:

(a) ~~hold~~ an~~,~~ FI, a CRI~~,~~ or a TRI certificate, with privileges for single-pilot aeroplanes; and

(b) ~~hold~~ a mountain rating.

FCL.930.MI ~~MI —~~ Training course

(a) The training course for ~~the~~ MIs shall include the assessment of the applicants'~~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.

FCL.940.MI ~~MI —~~ Validity of the MI certificate

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

SECTION ~~11~~10

Specific requirements for the flight test instructor — FTI

FCL.905.FTI ~~FTI —~~ Privileges and conditions

(a) The privileges of ~~a flight test instructor (~~FTIs~~)~~ are to instruct, within the appropriate aircraft category, for the issue of:

(1) ~~the issue of~~ category 1 or 2 flight test ratings, provided ~~he/she~~they hold~~s~~ the relevant category of flight test rating; and

(2) ~~the issue of~~ an FTI certificate, within the relevant category of flight test rating, provided that they ~~instructor~~ have~~s~~ at least 2 years of experience instructing for the issue of flight test ratings.

(b) The privileges of ~~an~~ FTIs holding a category 1 flight test rating include the provision of flight instruction also ~~in relation to~~for category 2 flight test ratings.

FCL.915.FTI ~~FTI —~~ Prerequisites

A~~n a~~pplicants for the issue of an FTI certificate shall:

(a) hold a flight test rating issued in accordance with FCL.820; and

(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 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; and

(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 applicants'~~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~~ in point (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 requirement~~s of~~ in point (a)(2).

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

(a) Revalidation

For the revalidation of an FTI certificate, ~~the~~ applicants 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 immediately preceding the expiry date of the FTI certificate; and

(ii) 5 hours of flight test flight instruction within the 12 months immediately 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~~ one ~~instruction flight~~ training flight under the supervision of an FTI qualified in accordance with FCL.905.FTI(b).

(b) Renewal

If the FTI certificate has lapsed, ~~the~~ applicants shall receive refresher training as an FTI at an ATO. The refresher training shall comply at least with the requirements ~~of~~ in 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 Annex (Part-FCL), 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; and

(2) be qualified to act as ~~PIC on~~ PIC in the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.

(b) Special conditions

(1) The competent authority may issue a specific certificate granting privileges for the conduct of skill tests, proficiency checks and assessments of competence when compliance with the requirements established in this Subpart is not possible in the case of the introduction of:

(i) new aircraft in the Member States or in an operator's fleet; or

(ii) new training courses in this Annex (Part-FCL).

~~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 or the new training course and its validity shall not, in any case, exceed 1 year.

(2) Holders of a certificate issued in accordance with point (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 point~~paragraph~~ (a), in the case of skill tests and proficiency checks provided ~~in~~ at an ATO located outside the territory of the Member States, ~~the~~ a competent authority ~~of the Member State may~~ shall issue an examiner certificate to ~~an~~ applicants holding a pilot licence, a rating or a certificate issued by a third country in accordance with ~~ICAO~~ Annex 1 to the Chicago Convention, provided that ~~the~~ applicants:

(i) hold~~s~~ 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) comply~~ies~~ with the requirements established in this Subpart for the issue of the relevant examiner certificate; and

(iii) demonstrate~~s~~ 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 Annex (Part-FCL)~~Part~~.

(2) The certificate referred to in point~~paragraph~~ (1) shall be limited to ~~providing~~ performing 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 to whom they have provided more than 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; ~~or~~ and

~~(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; and

(b) that they have not been subject to any sanctions that lead to 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 i~~I~~mplementing r~~R~~ules during the last 3 years.

FCL.1015 Examiner standardisation

(a) Applicants for an examiner certificate shall ~~undertake~~ complete 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~~ two skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which ~~the~~ applicants seek~~s~~ the privilege to conduct skill tests, ~~and~~proficiency checks or assessments of competence;

(2) instruction i~~o~~n the applicable requirements in this Annex (Part-FCL) ~~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 content of and the need to apply:

(i) national administrative procedures;

(ii) requirements for protection of personal data;

(iii) examiner's liability;

(iv) examiner's accident insurance;

(v) national fees; and

(vi) information on how to access the information contained in points (i)–(v) 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 examine certificate

(c) Holders of an examiner's certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicants for whom the competent authority is not the same as the one that issued the examiner's certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicants' competent authority.

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) holders have, during the validity period of the certificate, conducted at least 2 two skill tests, proficiency checks or assessments of competence every year;

(2) holders have, during the validity period of the certificate, attended an examiner refresher seminar course 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 Oone of the skill tests, or proficiency checks or assessments of competence completed conducted during the last year of the validity period in accordance with point (1) shall have beenwas 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 in FCL.1020.

~~(4)~~ When ~~the~~ applicants for the revalidation holds~~s~~ privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when ~~the~~ applicants comply~~ies~~ with the requirements in points (b)(1) and (2) and in 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~~ in point (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~~ applicants demonstrate~~s~~ 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~~ applicants can be established without language barriers;

(2) verify that ~~the~~ applicants comply~~ies~~ with all the qualification, training and experience requirements in this Annex (Part-FCL) ~~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; and

(3) make ~~the~~ applicants 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 or assessment of competence, ~~the~~ examiners shall:

(1) inform ~~the~~ applicants of the result of the skill test, proficiency check or assessment of competence. In the event of a partial pass or fail, ~~the~~examiners ~~examiner~~ shall inform ~~the~~ applicants that ~~he/she~~they may not exercise the privileges of the rating until a full pass has been ~~obtained~~achieved. ~~The~~ Eexaminers shall detail any further training requirement and explain the applicants'~~s~~ right of appeal;

(2) in the event of a pass in a proficiency check or assessment of competence for the revalidation or renewal, endorse the applicants'~~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 applicants'~~s~~ licence; and

(3) provide ~~the~~ applicants with a signed report of the skill test, ~~or~~ proficiency check or assessment of competence and submit without delay copies of the report to the competent authority responsible for the applicants'~~s~~ licence, and to the competent authority that issued the examiner certificate. The report shall include:

(i) a declaration that ~~the~~ examiners have~~s~~ received information from ~~the~~ applicants regarding ~~his/her~~their experience and instruction, and found that experience and instruction complying with the applicable requirements in this Annex (Part-FCL)~~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~~ examiners shall record the reasons for this assessment;

(iii) the result of the skill test, proficiency check or assessment of competence;

(iv) a declaration that ~~the~~ examiners ha~~s~~ve reviewed and applied the national procedures and requirements of the applicants'~~s~~ competent authority if the competent authority responsible for the applicants'~~s~~ licence is not the same as the one that issued the examiner'~~s~~ certificate; and

(v) a copy of the examiner certificate containing the scope of ~~his/her~~their privileges as examiners in the case of skill tests, proficiency checks or assessments of competence of ~~an~~ applicants for ~~which~~ whom the competent authority is not the same as the one that issued the examiner'~~s~~ certificate.

(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 applicants'~~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 examiner~~s~~ — FE

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

(a) Flight examiners for aeroplanes (FEs(A))

The privileges of ~~an~~ FEes(A) ~~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 they ~~examiner~~ have~~s~~ completed at least 1 000 hours of flight time as ~~a~~ pilots of~~n~~ 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 they ~~examiner~~ have~~s~~ completed at least 2 000 hours of flight time as ~~a~~ pilots o~~n~~f aeroplanes or TMGs, including at least 250 hours of flight instruction;

(3) skill tests and proficiency checks for the LAPL(A), provided that they ~~examiner~~ have~~s~~ completed at least 500 hours of flight time as ~~a~~ pilots of~~n~~ aeroplanes or TMGs, including at least 100 hours of flight instruction;

(4) skill tests for the issue of a mountain rating, provided that they ~~examiner~~ have~~s~~ completed at least 500 hours of flight time as ~~a~~ pilots of~~n~~ aeroplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating; and

(5) proficiency checks for the revalidation and renewal of EIRs, provided that they ~~FE~~ ha~~s~~ve completed at least 1 500 hours as ~~a~~ pilots of~~n~~ aeroplanes and comply~~ies~~ with the requirements in FCL.1010.IRE(a)(2).

(b) Flight examiners for helicopters (FEs(H))

The privileges of ~~an~~ FEes(H) ~~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 they ~~examiner~~ have~~s~~ completed 1 000 hours of flight time as ~~a~~ pilots of~~n~~ 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 that they ~~examiner~~ have~~s~~ completed 2 000 hours of flight time as pilots of~~n~~ 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 that they ~~examiner~~ has~~ve~~ completed the requirements in points (1) or (2), as applicable, and hold~~s~~ a CPL(H) or ATPL(H) and, when applicable, an IR(H); and

(4) skill tests and proficiency checks for the LAPL(H), provided that they ~~examiner~~ has~~ve~~ completed at least 500 hours of flight time as ~~a~~ pilots of~~n~~ helicopters, including at least 150 hours of flight instruction.

(c) Flight examiners for airships (FEs(As))

The privileges of ~~an Fes~~FEs(As) ~~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 they ~~examiner~~ has~~ve~~ completed 500 hours of flight time as ~~a~~ pilots of~~n~~ airships, including 100 hours of flight instruction.

(d) Flight examiners for sailplanes (FEs(S))

The privileges of ~~an Fes~~FEs(S) ~~for sailplanes~~ are to conduct:

(1) skill tests and proficiency checks for the SPL and the LAPL(S), provided that they ~~examiner~~ have~~s~~ completed 300 hours of flight time as ~~a~~ pilots of~~n~~ 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 they ~~examiner~~ has~~ve~~ completed 300 hours of flight time as ~~a~~ pilots of~~n~~ sailplanes or powered sailplanes, including 90 hours of flight instruction;

(3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that they ~~examiner~~ has~~ve~~ completed 300 hours of flight time as ~~a~~ pilots of~~n~~ sailplanes or powered sailplanes, including 50 hours of ~~flight instruction on~~flight instruction in TMG; and

(4) skill tests and proficiency checks for the cloud flying rating, provided that they ~~examiner~~ has~~ve~~ completed at least 200 hours of flight time as pilots of~~n~~ 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).

(e) Flight examiners for balloons (FEs(B))

The privileges of ~~an Fes~~FEs(B) ~~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 they ~~examiner has~~ve completed 250 hours of flight time as ~~a~~ pilots of~~n~~ balloons, including 50 hours of flight instruction; and

(2) proficiency checks for the extension of the BPL privileges to commercial operations, provided that they ~~examiner has~~ve completed 300 hours of flight time as ~~a~~ pilots of~~n~~ 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

A~~n a~~pplicants for the issue of an FE certificate shall hold an FI certificate in the appropriate aircraft category.

SECTION 3

Specific requirements for the type rating examiner~~s~~ — TRE

FCL.1005.TRE TRE — ~~P~~privileges and conditions

(a) Type rating examiners for aeroplanes (TREs(A)) and type rating examiners for powered-lift aircraft (TREs(PL))

The privileges of ~~a~~ TREs(A) and TREs(PL) ~~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;

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

(3) skill tests for ATPL(A) issue;

(4) skill tests for MPL issue, provided that they ~~examiner has complied~~ comply with the requirements in FCL.925; and

(5) assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificate in the applicable aircraft category, provided that they ~~examiner has~~ve~~s~~ completed at least 3 years as a TRE and have undergone specific training for the assessment of competence in accordance with FCL.1015(b).

(b) Type rating examiners for helicopters (TREs(H))

The privileges of ~~a~~ TREs(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 they ~~TRE(H) hold~~s a valid IR(H);

(3) skill tests for ATPL(H) issue; and

(4) assessments of competence for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificate, provided that they ~~examiner has~~ve~~s~~ completed at least 3 years as a TRE.

FCL.1010.TRE ~~TRE —~~ Prerequisites

(a) TREs(A) and TREs(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 1 500 hours of flight time as ~~a~~ pilots of ~~in~~ 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~~ pilots of single-pilot aeroplanes, of which at least 200 hours shall be as PIC;

(3) hold a CPL or an ATPL and a TRI certificate for the applicable type; and

(4) for the initial issue of a~~n~~ TRE certificate, have completed at least 50 hours of flight instruction as a TRI~~, FI~~ or an SFI in the applicable type or an FSTD representing that type.

(b) TREs(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, an FI or an SFI in the applicable type or an FSTD representing that type;

(3) in the case of multi-pilot helicopters, hold a CPL(H) or an ATPL(H) and have completed 1 500 hours of flight as ~~a~~ pilots of~~n~~ 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 1 000 hours of flight as pilots of~~n~~ helicopters, of which at least 500 hours shall be as PIC; and

(ii) hold a CPL(H) or an ATPL(H) and, when applicable, a valid IR(H); and

(5) in the case of single-pilot single-engine helicopters:

(i) have completed 750 hours of flight as ~~a~~ pilots of~~n~~ helicopters, of which at least 500 hours shall be as PIC; and

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

~~(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~~ holders 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 1 500 hours of flight experience on multi-pilot helicopters required in point (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as ~~PIC on~~ PIC in a multi-pilot helicopter of the same type.

SECTION 4

Specific requirements for the c~~C~~lass r~~R~~ating e~~E~~xaminer — CRE

FCL.1005.CRE ~~CRE —~~ Privileges

The privileges of ~~a~~ class rating examiners (CREs) 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 they ~~CRE~~ compli~~es~~y with the requirements in FCL.1010.IRE(a); and

(3) revalidation and renewal of EIRs, provided that they ~~CRE~~ has~~v~~e completed at least 1 500 hours as ~~a~~ pilots of~~n~~ aeroplanes and comply~~ies~~ with the requirements in FCL.1010.IRE(a)(2); and

(c) skill tests for the extension of LAPL(A) privileges to another class or variant of aeroplane.

FCL.1010.CRE ~~CRE —~~ Prerequisites

Applicants for a CRE certificate shall:

(a) hold a CPL(A), an MPL(A) or an 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; and

(c) have completed 500 hours of flight time as ~~a~~ pilots of~~n~~ aeroplanes.

SECTION 5

Specific requirements for the ~~I~~instrument r~~R~~ating e~~E~~xaminer — IRE

FCL.1005.IRE ~~IRE —~~ Privileges

The privileges of ~~the~~ holders of an instrument rating examiner (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 for aeroplanes (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 shall have completed:

(1) 2 000 hours of flight time as ~~a~~ pilots of aeroplanes; and

(2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.

(b) IRE for helicopters (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 shall have completed:

(1) 2 000 hours of flight time as ~~a~~ pilots of~~n~~ helicopters; and

(2) 300 hours of instrument flight time ~~on~~ in helicopters, of which 200 hours shall be as an instructor.

(c) IRE for airships (IR(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 shall have completed:

(1) 500 hours of flight time as ~~a~~ pilots of~~n~~ 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 s~~S~~ynthetic f~~F~~light e~~E~~xaminer — SFE

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

(a) SFE for aeroplanes (SFE(A)) and SFE for powered-lift aircraft (SFE(PL))

The privileges of ~~an~~ SFEs ~~on~~ for aeroplanes or powered-lift aircraft are to conduct in an FFS or for the assessments in point (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 the revalidation or renewal of IRs when combined with the revalidation or renewal of a type rating, provided that ~~the SFE~~they ~~complies with the requirements in FCL.1010.IRE for the applicable aircraft category~~have passed a proficiency check for the aircraft type including the instrument rating within the last year;

(3) skill tests for ATPL(A) issue;

(4) skill tests for MPL issue, provided that they ~~examiner~~ have~~s~~ complied with the requirements in FCL.925; and

(5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that they ~~examiner~~ have~~s~~ completed at least 3 years as an SFE(A).

(b) SFE for helicopters (SFE(H))

The privileges of ~~an~~ SFEs(H) ~~for helicopters~~ are to conduct in an FFS or for the assessments in point (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 they ~~SFE~~ comply~~ies~~ with the requirements in FCL.1010.IRE(b);

(3) skill tests for ATPL(H) issue; and

(4) ~~skill tests and proficiency checks~~assessments of competence for the issue, revalidation or renewal of an SFI(H) certificate, provided that they ~~examiner~~ has~~ve~~ completed at least 3 years as an SFE(H).

FCL.1010.SFE ~~SFE —~~ Prerequisites

(a) SFE(A)

Applicants for an SFE(A) 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;

(ii) ~~and~~ an SFI(A) certificate for the applicable type of aeroplane; and

(~~2~~iii) have at least 1 500 hours of flight time as ~~a~~ pilots of~~n~~ multi-pilot aeroplanes;

(2) in the case of single-pilot high-performance complex aeroplanes:

(i) hold of have held a CPL(A) or an 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 hours of flight time as pilots of single-pilot aeroplanes; and

(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(H) certificate ~~for helicopters~~ shall:

(1) hold or have held an ATPL(H), and a type rating for the applicable type of helicopter;

(2) ~~and~~ hold an SFI(H) certificate for the applicable type of helicopter;

(~~2~~3) have at least 1 000 hours of flight time as ~~a~~ pilots of~~n~~ multi-pilot helicopters; and

(~~3~~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~~ FIEs(A) ~~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) Flight instructor examiner for helicopters (FIE(H))

The privileges of ~~an~~ FIEs(H) ~~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) Flight instructor examiner for airships (FIE(As)), for sailplanes or powered sailplanes (FIE(S)) and for balloons (FIE(B))

The privileges of ~~an~~ FIEs(As), FIEs(S) and FIEs(B) ~~on sailplanes, powered sailplanes, balloons and airships~~ are to conduct assessments of competence for the issue, revalidation or renewal of instructor certificates ~~o~~in the applicable aircraft category~~, provided that the relevant instructor certificate is held~~.

FCL.1010.FIE ~~FIE —~~ Prerequisites

(a) FIE(A)

Applicants for an FIE(A) certificate ~~for aeroplanes~~ shall in case ~~of applicants~~they wish~~ing~~ to conduct assessments of competence:

(1) hold the relevant instructor certificate, as applicable;

(2) have completed 2 000 hours of flight time as ~~a~~ pilots of~~n~~ 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(H) certificate ~~for helicopters~~ shall:

(1) hold the relevant instructor certificate, as applicable;

(2) have completed 2 000 hours of flight time as pilots of~~n~~ helicopters; and

(3) have at least 100 hours of flight time instructing applicants for an instructor certificate.

(c) FIE(As)

Applicants for an FIE(As) certificate ~~for airships~~ shall:

(1) hold an FI(As) certificate;

(2) have completed 500 hours of flight time as ~~a~~ pilots of~~n~~ airships; and

(~~2~~3) have at least 20 hours of flight time instructing applicants for an FI(As~~S~~) certificate.~~;~~

~~(3) hold the relevant instructor certificate.~~

(d) FIE(S)

Applicants for an FIE(S) certificate ~~for sailplanes~~ shall:

(1) hold ~~the relevant instructor~~an FI(S) certificate;

(2) have completed 500 hours of flight time as ~~a~~ pilots of~~n~~ sailplanes or powered sailplanes; and

(3) have completed:

(i) in case they ~~for applicants~~ wish~~ing~~ to conduct assessments of competence i~~o~~n 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(B) certificate ~~for balloons~~ shall:

(1) hold ~~the relevant instructor~~an FI(B) certificate;

(2) have completed 350 hours of flight time as ~~a~~ pilots of~~n~~ balloons; and

(3) have completed 10 hours instructing applicants for an instructor certificate.

SECTION 8

Specific requirements for the senior examiner — SE

FCL.1035.SE Privileges and conditions

(a) Senior examiners (SEs) 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 an examiner qualified in accordance with this Annex (Part-FCL);

(3) have successfully completed an SE 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 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~~ holders 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~~1.1., for the issue of an LAPL, a PPL, a BPL or an SPL, ~~the~~ holders 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; and

— navigation.

1.3. For the issue of a PPL, a BPL or an SPL, ~~the~~ holders of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.

1.4. Notwithstanding point~~paragraph~~ 1.2, for the issue of an LAPL(A), ~~the~~ holders of an LAPL(S) with TMG extension shall demonstrate an adequate level of theoretical knowledge for the ~~single-engine piston~~SEP(land) ~~aeroplane land~~ class in accordance with FCL.135.A(a)(2).

2. CPL

2.1. A~~n a~~pplicants for the issue of 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 A~~applicants shall pass theoretical knowledge examinations as defined in this Annex (Part-FCL) ~~Part~~ for the following subjects in the appropriate aircraft category:

021 — Aircraft ~~G~~general ~~K~~knowledge: ~~A~~airframe and s~~S~~ystems, ~~E~~electrics, ~~P~~powerplant and ~~E~~emergency ~~E~~equipment;

022 — Aircraft ~~G~~general ~~K~~knowledge: i~~I~~nstrumentation;

032/034 — Performance a~~A~~eroplanes or h~~H~~elicopters, as applicable;

070 — Operational p~~P~~rocedures; and

080 — Principles of ~~F~~flight.

2.3. A~~n a~~pplicants for the issue of a CPL having passed the relevant theoretical knowledge examinations for an IR in the same category of aircraft ~~is~~ are credited towards the theoretical knowledge requirements in ~~the following~~ human performance and meteorology ~~subjects:~~ unless they have completed the IR training course in accordance with Appendix 6, Section Aa, to this Annex (Part-FCL).

~~— - Hhuman performance;~~

- Mmeteorology

2.4. Applicants for a CPL having passed the relevant theoretical knowledge examinations for an IR or EIR in the same category of aircraft isare credited towards the theoretical knowledge requirements in the subject communications subject.

3. ATPL

3.1. An aapplicants for the issue of 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.

3.2. AThe applicants shall pass theoretical knowledge examinations as defined in this Annex (Part-FCL) Part for the following subjects in the appropriate aircraft category:

021 — Aircraft Ggeneral Kknowledge: Aairframe and sSystems, Eelectrics, Ppowerplant and Eemergency Eequipment;

022 — Aircraft gGeneral Kknowledge: Iinstrumentation;

032/034 — Performance Aaeroplanes or Hhelicopters, as applicable;

070 — Operational Pprocedures; and

080 — Principles of fFlight

3.3. An applicants for the issue of an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is are credited towards the theoretical knowledge requirements in the subject 'VFR communications'.

3.4. An applicants for the issue of an ATPL(H) having passed the relevant theoretical examinations for a CPL(H) is are credited towards the theoretical knowledge requirements in the following subjects:

— - Aair Llaw;

— - Pprinciples of Fflight (Hhelicopter); and

— - VFR Ccommunications.

3.5. An applicants for the issue of an ATPL(A) having passed the relevant theoretical examination for an IR(A) is are credited towards the theoretical knowledge requirements in the subject 'IFR cCommunications'.

3.6. An applicants for the issue of an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is are credited towards the theoretical knowledge requirements in the following subjects:

— - Pprinciples of Fflight (Hhelicopter); and

— - VFR cCommunications.

4. IR

4.1. An applicants for the issue of an IR or an EIR having passed the relevant theoretical examinations for a CPL in the same aircraft category is are credited towards the theoretical knowledge requirements in the following subjects:

— - hHuman Pperformance; and,

— mMeteorology.

— Communications

4.2. ~~An a~~pplicants for the issue of an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR ~~is~~ are required to pass the following examination subjects:

— air law;

— flight planning and flight monitoring; and

— radio navigation~~;~~.

~~— IFR communications.~~

Appendix 2

Language ~~P~~proficiency ~~R~~rating ~~S~~scale — e~~E~~xpert, extended and operational level

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert (Level 6)	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 emphasi~~z~~se 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.
Extended (Level 5)	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 meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete~~,~~ and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	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 varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate~~,~~ and informative. Manages the speaker/listener relationship effectively.

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Operational (Level 4)	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 ~~PPENDIX~~ 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. A~~n a~~pplicants 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 — ~~A~~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-pilots of~~n~~ multi-pilot multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.

2. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an a~~b initio entrants~~,~~ or as ~~a~~ holders of a PPL(A) or a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of ~~a~~ PPL(A) or PPL(H) entrants, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours of 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~~ training 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~~.~~; and~~.~~

   (d) UPRT in accordance with FCL.745.A unless applicants have already completed this training course before starting the ATP integrated course.

5. A~~n a~~pplicants failing or being 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.

7.1. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

7.2. The theoretical knowledge instruction in UPRT shall be conducted in accordance with FCL.745.A.

THEORETICAL KNOWLEDGE EXAMINATION

8. A~~n a~~pplicants shall demonstrate the level of knowledge appropriate to the privileges granted to ~~the~~ holders 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~~ includinge 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~~ one 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; and

(d) 5 ~~five~~ hours of flight time ~~shall be completed~~ at night, comprising 3 hours of dual instruction, which ~~will~~ shall include at least:

(1) 1 hour of cross-country navigation;

(2) ~~and 5~~five solo take-offs; and

(3) ~~5~~ five solo full-stop landings; ~~and~~

(e) UPRT flight instruction in accordance with FCL.745.A;

(e~~f~~) 115 hours of instrument time comprising, at least:

(1) 20 hours as SPIC;

(2) 15 hours of MCC, for which an FFS or an 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 an FNPT I; or

(ii) 40 hours may be instrument ground time in an FNPT II, an FTD 2 or an FFS, of which up to 10 hours may be conducted in an FNPT I.

A~~n a~~pplicants holding a ~~course~~ module 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~~.~~; and

(f~~g~~) 5 ~~five~~ hours ~~to be carried out~~ in an aeroplane which:

(1) is certificated for the carriage of at least 4 persons; and

(2) ~~that~~ has a variable pitch propeller and retractable landing gear.

SKILL TEST

8. Upon completion of the related flying training, ~~the~~ applicants 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 — a~~A~~eroplanes

~~1.~~ Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall:

(a)~~1.~~ hold at least a PPL(A) issued in accordance with Annex 1 to the Chicago Convention; and

(b)~~2.~~ complete at least the following hours of theoretical knowledge instruction:

(1~~a~~) for applicants holding a PPL(A): 650 hours;

(2~~b~~) for applicants holding a CPL(A): 400 hours;

(3~~c~~) for applicants holding an IR(A): 500 hours; and

(4~~d~~) 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 — a~~A~~eroplanes

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. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an a~~b initio entrants~~,~~ or as ~~a~~ holders of a PPL(A) or a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of ~~a~~ PPL(A) or PPL(H) entrants, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours of 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~~ training 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. A~~n a~~pplicants failing or being 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. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders 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~~ includinge 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~~ one 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 of flight time ~~shall be completed~~ at night, comprising 3 hours of dual instruction, which shall include at least:

      (1) 1 hour of cross-country navigation; ~~and~~

      (2) ~~5~~ five solo take-offs; and

      (3) ~~5~~ five 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, an FTD 2 or an FFS, of which up to 10 hours may be conducted in an FNPT I.

      A~~n a~~pplicants holding a ~~course~~ module 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; and

   (f) 5 hours ~~to be carried out~~ in an aeroplane which:

      (1) is certificated for the carriage of at least 4 persons; and

      (2) ~~that~~ has a variable pitch propeller and retractable landing gear.

SKILL TESTS

10. Upon completion of the related flying training, ~~the~~ applicants 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 — a~~A~~eroplanes

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~~to obtain the CPL(A).

2. An applicants 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 applicants may be admitted to training either as an ab initio entrants, or as a holders of a PPL(A) or a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrants, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours of 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 training 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 applicants failing or being 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 KNOWLEGDE EXAMINATION

7. An applicants shall demonstrate a level of knowledge appropriate to the privileges granted to the holders 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 includinge 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 one 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 of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least:

      (1) 1 hour of cross-country navigation; and

      (2) 5 five solo take-offs; and

      (3) 5 five 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, an FTD 2, an FNPT II or an FFS.

      An applicants holding a course module 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; and

(f) 5 ~~five~~ hours ~~to be carried out~~ in an aeroplane which:

(1) is certificated for the carriage of at least four persons; and

(2) ~~that~~ has a variable pitch propeller and retractable landing gear.

SKILL TEST

9. Upon completion of the flying training, ~~the~~ applicants shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane.

E. CPL modular course — ~~A~~aeroplanes

GENERAL

1. The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary to obtain the~~for the issue of a~~ CPL(A).

2. Before commencing a CPL(A) modular course, ~~an~~ applicants shall be ~~the~~ holders of a PPL(A) issued in accordance with Annex 1 to the Chicago Convention.

3. Before commencing the flight training, ~~the~~ applicants shall:

(a) have completed 150 hours of 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 of aeroplane flight time in the following cases:

(1) 20 hours in helicopters, if applicants hold a PPL(H); or

(2) 50 hours in helicopters, if applicants hold a CPL(H); or

(3) 10 hours in TMGs or sailplanes; or

(4) 20 hours in airships, if applicants hold a PPL(As); or

(5) 50 hours in airships, if applicants hold 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 i~~o~~n the skill test.

4. A~~n a~~pplicants 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. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders of a CPL(A).

FLYING TRAINING

8. Applicants without an IR shall be given at least 25 hours of 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 of dual instrument instruction time shall be given in an aeroplane. A~~n a~~pplicants holding a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate 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 of dual visual flight instruction.

(b) Applicants without a night rating aeroplane shall be given additionally at least 5 hours of night flight instruction, comprising 3 hours of dual instruction, which shall include at least:

(1) 1 hour of cross-country navigation;

(2) ~~and 5~~five solo take-offs; and

(3) ~~5~~ five solo full-stop landings.

11. At least 5 hours of the flight instruction shall be carried out in an aeroplane which:

(a) is certificated for the carriage of at least 4 persons; and

(b) has~~ve~~ a variable pitch propeller and retractable landing gear.

EXPERIENCE

12.~~ .~~1. A~~The a~~pplicants for a CPL(A) shall have completed at least 200 hours of flight time, including at least:

(a~~) ~~) 100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include ~~a~~ one 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) 1 hour of cross-country navigation;

(2) ~~and 5~~five solo take-offs; and

(3) ~~5~~ five 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~~ an FNPT II or an FFS.

A~~n a~~pplicants holding a ~~course~~ module 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; and

(d) 6 hours of flight time ~~shall be completed~~ in a multi-engine aeroplane, if a multi-engine aeroplane is used for the skill test.

12.2. ~~(e)~~ Hours as PIC of other categories of aircraft may count towards the 200 hours of flight time, in the following cases:

(a~~i~~) 30 hours in helicopter~~,~~ if ~~the~~ applicants hold~~s~~ a PPL(H); or

(b~~ii~~) 100 hours in helicopters~~,~~ if ~~the~~ applicants hold~~s~~ a CPL(H); or

(c~~iii~~) 30 hours in TMGs or sailplanes; or

(d~~iv~~) 30 hours in airships~~,~~ if ~~the~~ applicants hold~~s~~ a PPL(As); or

(e~~v~~) 60 hours in airships~~,~~ if ~~the~~ applicants hold~~s~~ a CPL(As).

SKILL TEST

13. Upon completion of the flying training and relevant experience requirements, ~~the~~ applicants shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane.

F. ATP/IR integrated course — ~~H~~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-pilots of~~n~~ multi-pilot multi-engine helicopters in commercial air transport and to obtain the CPL(H)/IR.

2. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an~~ ab initio entrants~~,~~ or as ~~a~~ holders of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of ~~a~~ PPL(H) entrants, 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. A~~n a~~pplicants failing or being 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. A~~n a~~pplicants shall demonstrate the level of knowledge appropriate to the privileges granted to ~~the~~ holders of an ATPL(H) and an IR.

FLYING TRAINING

9. The flying training shall comprise a total of at least 195 hours, ~~to~~ includinge ~~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 of visual instruction may include:

(i) 30 hours in a helicopter FFS, level C/D~~,~~; or

(ii) 25 hours in an 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 of 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; and

(3) 15 hours of MCC, for which a helicopter FFS or a 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 of solo flight time during day and 1 hour of solo night flight time during shall be made;

(c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including ~~a~~ one 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;

(d) 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~~ five solo night circuits. Each circuit shall include a take-off and a landing; and

(e) 50 hours of dual instrument time comprising:

(i) 10 hours of basic instrument instruction time; and

(ii) 40 hours of IR t~~T~~raining, 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~~ applicants 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 — ~~h~~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-pilots of~~n~~ multi-pilot multi-engine helicopters limited to VFR privileges in commercial air transport and to obtain the CPL(H).

2. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an a~~b initio entrants~~,~~ or as ~~a~~ holders of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of ~~a~~ PPL(H) entrants, 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. A~~n a~~pplicants failing or being 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. A~~n a~~pplicants shall demonstrate the level of knowledge appropriate to the privileges granted to ~~the~~ holders of an ATPL (H).

FLYING TRAINING

9. The flying training shall comprise a total of at least 150 hours, ~~to~~ includinge ~~all~~ progress tests. Within the total of 150 hours, applicants shall complete at least:

   (a) 95 hours of dual instruction, of which:

      (1~~i~~) 75 hours of visual instruction may include:

         (~~1~~i) 30 hours in a helicopter FFS level C/D; or

         (ii~~2~~) 25 hours in a helicopter FTD 2~~,~~/3; or

         (iii~~3~~) 20 hours in a helicopter FNPT II/III; or

         (iv~~4~~) 20 hours in an aeroplane or TMG;

(2ii) 10 hours of basic instrument instruction may include 5 hours in at least a helicopter FNPT I or an aeroplane; and

(3iii) 10 hours of 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 of solo flight time during day and 1 hour of solo flight time during night shall be made;

(c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC, including aone 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; and

(d) 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 five solo night circuits. Each circuit shall include a take-off and a landing.

SKILL TESTS

10. Upon completion of the related flying training, the applicants shall take the CPL(H) skill test on a multi-engine helicopter and comply with MCC requirements.

H. ATP modular course — hHelicopters

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; and

(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; and

(d) for applicants holding a CPL(H) and an IR(H), 250 hours.

I. CPL/IR integrated course — hHelicopters

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 applicants 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 applicants may be admitted to training either as an ab initio entrants, or as a holders of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrants 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 applicants failing or being 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 applicants shall demonstrate a level of knowledge appropriate to the privileges granted to the holders 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:

      (1i) 75 hours of visual instruction, which may include:

         (i1) 30 hours in a helicopter FFS level C/D; or

         (ii2) 25 hours in a helicopter FTD 2/,3; or

         (iii3) 20 hours in a helicopter FNPT II/III; or

         (iv4) 20 hours in an aeroplane or TMG; and

      (2ii) 50 hours of instrument instruction which may include:

         (i1) up to 20 hours in a helicopter FFS, or FTD 2/,3, or FNPT II,III; or

         (ii2) 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 of solo flight time during day and 1 hour of solo flight time during night shall be made;

(c) 10 hours of dual cross-country flying;

(d) 10 hours of cross-country flight as PIC, including ~~a~~ one 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~~ five solo night circuits. Each circuit shall include a take-off and a landing; and

(f) 50 hours of dual instrument time comprising:

(i) 10 hours of basic instrument instruction time; and

(ii) 40 hours of IR ~~T~~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~~ applicants 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 — ~~H~~helicopters

GENERAL

1. The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary to obtain the~~for the issue of a~~ CPL(H).

2. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an~~ ab initio entrant~~,~~ or as ~~a~~ holders of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of ~~an~~ entrants 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. A~~n a~~pplicants failing or being 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~~ applicants ~~is~~ are ~~the~~ holders of a PPL.

THEORETICAL KNOWLEDGE EXAMINATION

7. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders of a CPL(H).

FLYING TRAINING

8. The flying training shall comprise a total of at least 135 hours, ~~to~~ includ~~e~~ing all progress tests, of which up to 5 hours may be instrument ground time. Within the total of 135 hours ~~total~~, applicants shall complete at least:

   (a) 85 hours of dual instruction, of which:

      (1~~i~~) up to 75 hours may be visual instruction, and may include:

         (i~~1~~) 30 hours in a helicopter FFS level C/D; or

         (ii~~2~~) 25 hours in a helicopter FTD 2/~~,3,~~; or

         (iii~~3~~) 20 hours in a helicopter FNPT II/III; or

         (iv~~4~~) 20 hours in an aeroplane or TMG;

      (2~~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 of solo flight time during day and 1 hour of solo flight time during night shall be made;

   (c) 10 hours of dual cross-country flying;

   (d) 10 hours of cross-country flight as PIC, including one~~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~~ five solo night circuits. Each circuit shall include a take-off and a landing; and

   (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~~ applicants shall take the CPL(H) skill test.

K. CPL modular course — h~~H~~elicopters

GENERAL

1. The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary to obtain the ~~for the issue of a~~ CPL(H).

2. Before commencing a CPL(H) modular course, ~~an~~ applicants shall be ~~the~~ holders of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention.

3. Before commencing the flight training, ~~the~~ applicants shall:

   (a) have completed 155 hours of 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 of helicopter flight time in the following cases:

   (1) 20 hours in aeroplanes if applicants hold a PPL(A); or

   (2) 50 hours in aeroplanes if applicants hold a CPL(A); or

   (3) 10 hours in TMGs or sailplanes; or

   (4) 20 hours in airships if applicants hold a PPL(As); or

   (5) 50 hours in airships if applicants hold a CPL(As); and

   (b) have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.

4. A~~n a~~pplicants 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. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders of a CPL(H).

FLYING TRAINING

8. Applicants without an IR shall be given at least 30 hours of dual flight instruction, of which:

   (a) 20 hours of visual instruction~~,~~ which may include 5 hours in a helicopter FFS~~, or~~ FTD 2/~~,~~3 or FNPT II,III; and

   (b) 10 hours of 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 for helicopters shall be given additionally at least 5 hours of night flight instruction comprising 3 hours of dual instruction, including at least 1 hour of cross-country navigation and ~~5~~ five solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

~~9. 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.~~

11. ~~The A~~applicants for a CPL(H) shall have completed at least 185 hours of flight time, including 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including ~~a~~ one 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.

Hours as ~~pilot-in-command~~PIC of other categories of aircraft may count towards the 185 hours of flight time, in the following cases:

(a) 20 hours in aeroplanes if ~~the~~ applicants hold~~s~~ a PPL(A); or

(b) 50 hours in aeroplanes~~,~~ if ~~the~~ applicants hold~~s~~ a CPL(A); or

(c) 10 hours in TMGs or sailplanes; or

(d) 20 hours in airships if ~~the~~ applicants hold~~s~~ a PPL(As); or

(e) 50 hours in airships~~,~~ if ~~the~~ applicants hold~~s~~ a CPL(As).

SKILL TEST

12. Upon completion of the related flying training and relevant experience, ~~the~~ applicants shall take the CPL(H) skill test.

L. CPL/IR integrated course — a~~A~~irships

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. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an~~ ab initio entrants~~,~~ or as ~~a~~ holders of a PPL(As), a PPL(A) or a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of ~~an~~ entrants holding a PPL(As),a PPL(A) or a 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. A~~n a~~pplicants failing or being 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. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders 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 total of 80 hours, applicants shall complete at least:

   (a) 60 hours of dual instruction, of which:

      (1~~i~~) 30 hours of visual instruction~~,~~ which may include:

         (i~~1~~) 12 hours in an airship FFS; or

         (ii~~2~~) 10 hours in an airship FTD; or

         (iii~~3~~) 8 hours in an airship FNPT II/III; or

         (iv~~4~~) 8 hours in an aeroplane, helicopter or TMG; and

      (2~~ii~~) 30 hours of instrument instruction which may include:

         (i~~1~~) up to 12 hours in an airship FFS, ~~or~~ FTD or FNPT II,III; or

         (ii~~2~~) 6 hours in at least an 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 of solo flight time during day and 1 hour of solo flight time during night shall be made;

   (c) 5 hours of cross-country flight as PIC, including one~~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 of 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~~ five solo night circuits. Each circuit shall include take-off and landing; and

   (e) 30 hours of dual instrument time comprising:

      (1~~i~~) 10 hours of basic instrument instruction time; and

      (~~i~~2~~i~~) 20 hours of IR ~~T~~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~~ applicants 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 — ~~A~~airships

GENERAL

1. The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary to obtain the~~for the issue of a~~ CPL(AS).

2. A~~n a~~pplicants 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. A~~n a~~pplicants may be admitted to training either as ~~an~~ ab initio entrants~~,~~ or as ~~a~~ holders of a PPL(As), a PPL(A) or a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. ~~In the case of an e~~Entrants holding a PPL(As), a PPL(A) or a 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) knowledge level; and

   (b) visual and instrument flying training.

5. A~~n a~~pplicants failing or being 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~~ applicants are~~is a~~ PPL holders.

THEORETICAL KNOWLEDGE EXAMINATION

7. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders of a CPL(As).

FLYING TRAINING

8. The flying training shall comprise a total of at least 50 hours, ~~to~~ including~~e~~ all progress tests, of which up to 5 hours may be instrument ground time. Within the total of 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 of dual cross-country flying;

(d) 5 hours of cross-country flight as PIC, including ~~a~~ one 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 of 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~~ five solo night circuits. Each circuit shall include take-off and landing; and

(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~~ applicants shall take the CPL(As) skill test.

N. CPL modular course — ~~A~~airships

GENERAL

1. The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary to obtain the ~~for the issue of a~~ CPL(As).

2. Before commencing a CPL(As) modular course, ~~an~~ applicants shall:

(a) hold a PPL(As) issued in accordance with Annex 1 to the Chicago Convention; and

(b) have completed ~~200~~ 180 hours of flight time as ~~a~~ pilots of~~n~~ airships, including 100 hours as PIC, of which 50 hours shall be cross-country.

3. A~~n a~~pplicants 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. A~~n a~~pplicants shall demonstrate a level of knowledge appropriate to the privileges granted to ~~the~~ holders of a CPL(As).

FLYING TRAINING

7. Applicants without an IR shall be given at least 20 hours of dual flight instruction, of which:

(a) 10 hours of visual instruction~~,~~ which may include 5 hours in an airship FFS, ~~or~~ FTD 2/~~,~~3 or FNPT II,III; and

(b) 10 hours of 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 of night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and ~~5~~ five solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

10. A~~The a~~pplicants for a CPL(As) shall have completed at least ~~250~~200 hours of flight time in airships, including 125 hours as PIC, of which 50 hours of cross-country flight as PIC, including ~~a~~ one VFR cross-country flight of at least 90 km (50 NM), in the course of which a full-stop landing at the destination aerodrome shall be made.

    Hours as PIC of other categories of aircraft may count towards the ~~185~~ 180 hours of flight time, required in point (2)(b), in the following cases;

    (a) 30 hours in aeroplanes or helicopters~~,~~ if ~~the~~ applicants hold~~s~~ a PPL(A) or a PPL(H) respectively; or

    (b) 60 hours in aeroplanes or helicopters~~,~~ if ~~the~~ applicants hold~~s~~ a CPL(A) or a 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 acquisition of the relevant experience, ~~the~~ applicants shall take the CPL(As) skill test.

Appendix 4

Skill test for the issue of a CPL

A. General

1. An applicants for a skill test for the CPL shall have received instruction ion the same class or type of aircraft to be used in the test.

2. An applicants shall pass all the relevant sections of the skill test. Failure in any item of a section will cause applicants to fail the entire sectionIf any item in a section is failed, that section is failed. If they fail only one section, they shall repeat only that section. Failure in more than one section will require the applicants to take repeat the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the in the case of a retest, including those sections that have been passed on a previous attempt, will require the applicants to take repeat 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 applicants choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), they 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 applicants. The FE may stop the test at any stage if it is considered that the applicants' s demonstration of flying skills requires a complete retest.

6. An applicants shall be required to fly the aircraft from a position where the PIC functions can be performed. The test shall be performed and to carry out the test as if no other crew member was present. Responsibility for the flight shall be allocated in accordance with national regulations.

7. An applicants 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 preflight preparation for the test, the applicants areis required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicants 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 — Aaeroplanes

1. The aeroplane used for the skill test shall:

   (a) meet the requirements for training aeroplanes;

   (b) and shall be certificated for the carriage of at least four persons; and

(c) 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 A~~applicants 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 A~~applicants 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; and

(e) 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~~

Height	
normal flight	±100 ft
with simulated engine failure	±150 ft
Tracking on radio aids	±5°
Heading	
normal flight	±10°
with simulated engine failure	±15°
Speed	
take-off and approach	±5 knots
all other flight regimes	±10 knots

~~**normal flight ±100 feet**~~
~~**with simulated engine failure ±150 feet**~~
~~**Tracking on radio aids ±5°**~~
~~**Heading**~~
~~**normal flight ±10°**~~
~~**with simulated engine failure ±15°**~~
~~**Speed**~~

~~take-off and approach ±5 knots~~

~~all other flight regimes ±10 knots~~

CONTENT OF THE TEST

5. Items in ~~S~~section 2 (c) and (e)(iv), and the whole of ~~S~~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~~TEM apply ~~in~~ to all sections.

SECTION 1 — PREFLIGHT OPERATIONS AND DEPARTURE	
a	Preflight, including: f~~F~~light planning, d~~D~~ocumentation, m~~M~~ass and balance determination, w~~W~~eather brief and~~,~~ notices to airmen (NOTAMs)~~S~~
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
SECTION 2 — GENERAL AIRWORK	
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: (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°–30° bank (iii) recoveries from unusual attitudes (iv) limited panel instruments
f	ATC liaison — compliance, R/T procedures
SECTION 3 — EN ROUTE PROCEDURES	
a	Control of aeroplane by external visual reference, including cruise configuration Range/~~E~~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 (non-directional beacon (NDB) or VHF omnidirectional radio range (VOR)), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
SECTION 4 — APPROACH AND LANDING PROCEDURES	
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
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES	
This section may be combined with S~~s~~ections 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 S~~s~~ections 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, a~~A~~irmanship

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 — ~~H~~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 ~~s~~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~~ two flights. The total duration of the flight(s) shall be at least 90 minutes.

3. ~~The A~~applicants 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	±100 ft
simulated major emergency	±150 ft

~~HEIGHT~~

Tracking on radio aids ±10°

~~— normal flight ±100 feet~~
~~— simulated major emergency ±150 feet~~
~~Tracking on radio aids ±10°~~

Heading

normal flight	±10°

simulated major emergency	±15°

Speed

take-off and approach multi-engine	±5 knots
all other flight regimes	±10 knots

~~— normal flight ±10°~~
~~— simulated major emergency ±15°~~
~~Speed~~

Ground drift

T.O. hover I.G.E.	±3 ft
landing	no sideways or backwards movement

~~— take-off and approach multi-engine ±5 knots~~

~~— all other flight regimes ±10 knots~~

~~**Ground drift**~~

~~**T.O. hover I.G.E. ±3 feet**~~

~~**landing no sideways or backwards movement**~~

CONTENT OF THE TEST

5. Items in S~~s~~ection 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~~TEM apply ~~in~~ to all sections.

SECTION 1 — PREFLIGHT/POSTFLIGHT CHECKS AND PROCEDURES	
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAM~~S~~s, weather
b	Preflight 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~~R/T procedures, 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	Auto rotations (FE to select two items from — bBasic, range, low speed, and 360° turns)
o	Auto rotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
SECTION 3 — NAVIGATION — EN ROUTE PROCEDURES	
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, estimated time of arrival (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.
SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS	
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
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	
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 four 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 the appropriate flight manual, including for multi-engine helicopters: (i) ~~s~~Simulated engine failure at take-off: rejected take-off at or before take-off decision point (TDP) or safe forced landing at or before defined point after take-off (DPATO), shortly after TDP or DPATO. (ii) Landing with simulated engine failure: landing or go-around following engine failure before landing decision point (LDP) or defined point before landing (DPBL), following engine failure after LDP or safe forced landing after DPBL.

D. Content of the skill test for the issue of a CPL — ~~A~~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 ~~S~~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~~ two flights. The total duration of the flight(s) shall be at least 60 minutes.

3. ~~The A~~applicants 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	±100 ft
simulated major emergency	±150 ft

~~Height~~
~~normal flight~~
Tracking on radio aids ±10°

Heading

normal flight	±10°
simulated major emergency	±15°

~~— ±100 feet~~

~~— simulated major emergency ±150 feet~~

~~— Tracking on radio aids ±10°~~

~~Heading~~

~~normal flight ±10°~~

~~simulated major emergency ±15°~~

CONTENT OF THE TEST

5. Items in ~~s~~Sections 5 and 6 may be performed in an ~~A~~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~~TEM apply ~~in~~ to all sections.

SECTION 1 — PREFLIGHT OPERATIONS AND DEPARTURE	
a	Pre-flight, including: f~~F~~light planning, d~~D~~ocumentation, m~~M~~ass and b~~B~~alance determination, w~~W~~eather brief, NOTAM~~S~~s
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
SECTION 3 — EN ROUTE PROCEDURES	
a	Control of airship by external visual reference, Range/eEndurance 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)
SECTION 4 — APPROACH AND LANDING PROCEDURES	
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	Postflight actions
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES	
This section may be combined with Ssections 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

SECTION 6 — RELEVANT CLASS OR TYPE ITEMS	
This section may be combined with Ssections 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, aAirmanship
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-pilots of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.

2. Approval for an MPL training course shall only be ~~given~~ granted to an ATO that is part of a commercial air transport operator certificated in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 or having a specific arrangement with such an operator.

3. A~~n a~~pplicants wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training ~~at~~ as arranged by 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;

   (d) UPRT in accordance with FCL.745.A unless applicants have already completed this training course before starting the MPL course; and

   (e~~d~~) type rating training.

6. A~~n a~~pplicants failing or being 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

7. 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:

   (a) theoretical knowledge instruction for the relevant type rating, in accordance with Subpart H~~.~~; and

   (b) UPRT theoretical knowledge instruction in accordance with FCL.745.A.

FLYING TRAINING

8. The flying training shall comprise a total of at least 240 hours, composed of hours as PF and ~~PNF~~PM, in actual and simulated flight, and covering the following ~~4~~ four 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 Annex I (Part-21) to Regulation (EU) No 748 /2012~~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.~~:

(1) all the experience requirements of Subpart H;

(2) UPRT flight instruction in accordance with FCL.745.A;

(3) aeroplane UPRT exercises related to the specificities of the relevant type in accordance with FCL.725.A(c);

(4) night flying; and

(5) 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. The e~~E~~valuation shall ensure that:

(a) the competencies and related assessment are relevant to the task of ~~a~~ co-pilots 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 A~~applicants for the MPL shall have demonstrated performance in all ~~9~~ nine competency units specified in paragraph 13 below, at the advanced level of competency required to operate and interact as ~~a~~ co-pilots ~~in~~ of a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. The a~~A~~ssessment 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 A~~applicants 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 A~~applicants shall demonstrate competency in the following ~~9~~ nine competency units:

(a1) apply human performance principles, including principles of ~~threat and error management~~TEM;

(b2) perform aeroplane ground operations;

(c3) perform take-off;

(d4) perform climb;

(e5) perform cruise;

(f6) perform descent;

(g7) perform approach;

(h8) perform landing; and

(i9) perform after landing and aeroplane postflight 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:

(1) involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller~~,~~ or a flight management system (~~n~~ FMS) keypad; and

(2) 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-pilots and qualified to an equivalent standard to level B, additionally including:

(1) 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

(2) 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) — ~~M~~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 with a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate.

   (b) Procedural Instrument Flight Module

   This comprises the remainder of the training syllabus for the IR(A), 40 hours of single-engine or 45 hours of multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A).

2. A~~n a~~pplicants for a modular IR(A) course shall be ~~the~~ holders of a PPL(A) or a CPL(A). A~~n a~~pplicants for the Procedural Instrument Flight Module, who do~~es~~ not hold a CPL(A), shall be holders of a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate for the Basic Instrument Flight Module.

   The ATO shall ensure that ~~the~~ applicants for a multi-engine IR(A) course who have~~s~~ not held a multi-engine aeroplane class or type rating have~~s~~ received the multi-engine training specified in Subpart H prior to commencing the flight training for the IR(A) course.

3. A~~n a~~pplicants 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 as arranged by an ATO. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicants 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 the theoretical knowledge examinations.

5. The course shall comprise:

   (a) theoretical knowledge instruction to the IR knowledge level; and

   (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 of 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 an 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 of 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 an 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 h~~Holders of a single-engine IR(A) who also hold~~s~~ 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 of instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or an FNPT II.

10.1 ~~The h~~Holders of a CPL(A) or of a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.

10.2 ~~The h~~Holders of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced to 10 hours.

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~~:~~

Procedures and manoeuvres for basic instrument flight covering at least:

(1) basic instrument flight without external visual cues:

(i) horizontal flight;

(ii) climbing;

(iii) descent; and

(iv) turns in level flight, climbing, descent;

(2) instrument pattern;

(3) steep turn;

(4) radio navigation;

(5) recovery from unusual attitudes;

(6) limited panel; and

(7) recognition and recovery from incipient and full stalls; and

(b) Procedural Instrument Flight Module~~:~~

(1~~i~~) P~~p~~reflight procedures for IFR flights, including the use of the flight manual and appropriate ~~air traffic services~~ATS documents in the preparation of an IFR flight plan;

(2ii) Pprocedures 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;

(3iii) in-flight manoeuvres and particular flight characteristics; and

(4iv) 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; and

(ii) engine shutdown and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or an FNPT II).

Aa. IR(A) — Ccompetency-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:

(a) be taken within an ATO; or

(b) consist of a combination of instrument flight instruction provided by:

(1) an IRI(A); or

(2) an FI(A) holding the privilege to provide training for the IR

and flight instruction within an ATO.

2. An applicants for such a competency-based modular IR(A) shall be the holders of a PPL(A) or a 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 in the theoretical knowledge examinations.

4. The course shall comprise:

(a) theoretical knowledge instruction to the IR(A) knowledge level; and

(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 obattaining an IR(A) following this modular course is competency-based. However, the minimum requirements below shall be ~~completed~~ met by the applicants. 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 an FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

(1~~i~~) When ~~the~~ applicants ha~~s~~ves~~s~~:

(i~~A~~) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or

(ii~~B~~) prior experience of instrument flight time as ~~PIC on~~ PIC in aeroplanes, under a rating providing the privileges to fly under IFR and in IMC,

these hours may be credited towards the requirement for 40 hours of instrument time under instruction mentioned above up to maximum of 30 hours.

(2~~ii~~) When ~~the~~ applicants ha~~s~~ves~~s~~ prior instrument flight time under instruction other than that specified in point (a)(~~i~~1), these hours may be credited towards the required 40 hours up to a maximum of 15 hours.

(~~iii~~3) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in an aeroplane at an ATO.

(4~~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 of 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 an FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

(1~~i~~) When ~~the~~ applicants ha~~s~~ves~~s~~:

(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 experience of instrument flight time as ~~PIC on~~PIC in aeroplanes, under a rating giving the privileges to fly under IFR and in IMC,

these hours may be credited towards the 45 hours of instrument time under instruction mentioned above up to a maximum of 35 hours.

(2ii) When ~~the~~ applicants haves prior instrument flight time under instruction other than that specified in point (b)(1~~i~~), these hours may be credited towards the required 45 hours up to a maximum of 15 hours.

(3~~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.

(4~~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~~ number of hours credited and to establish the training needs, ~~the~~ applicants 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 points (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:

(1~~i~~) basic instrument flight without external visual cues;

(2~~ii~~) horizontal flight;

(~~iii~~3) climbing;

(4~~iv~~) descent;

(5~~v~~) turns in level flight, climbing and descent;

(6~~vi~~) instrument pattern;

(7~~vii~~) steep turn;

(8~~viii~~) radio navigation;

(9~~ix~~) recovery from unusual attitudes;

(10~~x~~) limited panel; and

(11~~xi~~) recognition and recovery from incipient and full stall;

(b) preflight procedures for IFR flights, including the use of the flight manual and appropriate ~~air traffic services~~ATS documents ~~for~~ in the preparation of an IFR flight plan;

(c) procedures and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least:

(1~~i~~) transition from visual to instrument flight on take-off;

(~~ii~~2) standard instrument departures and arrivals;

(~~iii~~3) en route IFR procedures;

(4~~iv~~) holding procedures;

(5~~v~~) instrument approaches to specified minima;

(6~~vi~~) missed approach procedures; and

(7~~vii~~) landings from instrument approaches, including circling;

(d) in-flight manoeuvres and particular flight characteristics; and

(e) if required, operation of a multi-engine aeroplane in the above exercises, including:

(1~~i~~) operation of the aeroplane solely by reference to instruments with one engine simulated inoperative; and

(~~i~~2~~i~~) engine shutdown and restart (to be carried out at a safe altitude unless carried out in an FFS or an FNPT II).

8. Applicants for the competency-based modular IR(A) holding a Part-FCL PPL or a Part-FCL 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 with the IR(A), ~~the~~ applicants shall:

(a) ~~successfully complete~~pass the skill test for the IR(A) in accordance with Appendix 7;

(b) demonstrate to the examiner during the skill test that ~~he/she~~they has~~ve~~ 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~~PIC in 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 applicants.

MULTI-ENGINE

10. ~~The h~~Holders of a single-engine IR(A) who also hold~~s~~ 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 of instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or an FNPT II and shall pass a skill test.

B. IR(H) — ~~M~~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.

2. A~~n a~~pplicants for a modular IR(H) course shall be ~~the~~ holders 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~~ applicants shall either be ~~the~~ holders of the helicopter type rating used for the IR(H) skill test~~,~~ or have completed approved type rating training i~~o~~n that type. ~~The A~~applicants shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in ~~Multi~~multi- ~~P~~pilot conditions.

3. A~~n a~~pplicants wishing to undertake a modular IR(H) course shall ~~be required to~~ complete all the instructional stages in one continuous ~~approved~~ course of training as arranged by an ATO.

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 knowledge examinations.

5. The course shall comprise:

   (a) theoretical knowledge instruction to the IR knowledge level; and

   (b) instrument flight instruction.

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 of instrument time under instruction, of which:

   (a) up to 20 hours may be instrument ground time in an FNPT I (H) or an FNPT I (A). These 20 hours of instruction time in an FNPT I (H) or an FNPT I (A) may be substituted by 20 hours of 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 of instrument time under instruction, of which:

   (a) up to 20 hours may be instrument ground time in an FNPT I (H) or an FNPT I (A). These 20 hours of instruction time in an FNPT I (H) or an FNPT I (A) may be substituted by 20 hours of 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.

9.2. H~~The h~~olders of an IR(A) may have the amount of training required reduced to 10 hours.

9.3. H~~The h~~olders 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.

10. The flying exercises up to the IR(H) skill test shall comprise:

   (a) preflight procedures for IFR flights, including the use of the flight manual and appropriate ~~air traffic services~~ATS documents in the preparation of an IFR flight plan;

   (b) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

      (1) transition from visual to instrument flight on take-off;

      (2) standard instrument departures and arrivals;

      (3) en route IFR procedures;

(4) holding procedures;

(5) instrument approaches to specified minima;

(6) missed approach procedures; and

(7) landings from instrument approaches, including circling;

(c) in-flight manoeuvres and particular flight characteristics; and

(d) if required, operation of a multi-engine helicopter in the above exercises, including:

(1) operation of the helicopter solely by reference to instruments with one engine simulated inoperative; and

(2) engine shutdown and restart (~~the latter exercise~~ to be carried out in an FFS, an ~~or~~ FNPT II or an FTD 2/3).

C. IR(As) — m~~M~~odular 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 module comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, an FNPT I or II or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued with a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate.

(b) Procedural Instrument Flight Module

This module comprises the remainder of the training syllabus for the IR(As), 25 hours of instrument time under instruction, and the theoretical knowledge course for the IR(As).

2. A~~n a~~pplicants for a modular IR(As) course shall be ~~the~~ holders of a PPL(As) including the privileges to fly at night or a CPL(As). A~~n a~~pplicants for the Procedural Instrument Flight Module~~,~~ who do~~es~~ not hold a CPL(As)~~,~~ shall be holders of a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate for the Basic Instrument Flight Module.

3. A~~n a~~pplicants 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 as arranged by an ATO. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicants 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 the theoretical knowledge examinations.

5. The course shall comprise:

(a) theoretical knowledge instruction to the IR knowledge level; and

(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 of 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 an FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

8. ~~The~~ Hholders of a CPL(As) or of a ~~Course~~ module c~~C~~ompletion c~~C~~ertificate 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~~ applicants ~~is~~are ~~the~~ holders 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~~:~~

Procedures and manoeuvres for basic instrument flight covering at least:

(1) basic instrument flight without external visual cues:

(i) horizontal flight;

(ii) climbing;

(iii) descent; and

(iv) turns in level flight, climbing and descent;

(2) instrument pattern;

(3) radio navigation;

(4) recovery from unusual attitudes; and

(5) limited panel;

(b) Procedural Instrument Flight Module~~:~~

(1~~i~~) P~~p~~reflight procedures for IFR flights, including the use of the flight manual and appropriate ~~air traffic services~~ATS documents in the preparation of an IFR flight plan;

(2~~ii~~) P~~p~~rocedures 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;

(3~~iii~~) inflight manoeuvres and particular flight characteristics~~;~~: and

(4~~iv~~) operation of airship in the above exercises, including:

(i) operation of the airship solely by reference to instruments with one engine simulated inoperative; and

(i) engine shutdown and restart (~~the latter exercise~~ to be carried out at a safe altitude unless carried out in an FFS or an FNPT II).

Appendix 7

IR skill test

1. An applicants for the issue of an IR shall have received instruction oin the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.

2. An applicants shall pass all the relevant sections of the skill test. If Failure in any item in of a section will cause applicants to fail the entire sectionis failed, that section is failed. If they fail only one section, they shall repeat only that section. Failure in more than one section will require the applicants to take repeat the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section in the case of the a retest, including those sections that have been passed on a previous attempt, will require the applicants to take repeat 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 real flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicants to plan and conduct the flight from routine briefing material. The Aapplicants 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 applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they 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 applicants. The examiner may stop the test at any stage if it is considered that the applicants'~~s~~ demonstration of flying skill requires a complete retest.

7. An applicants shall fly the aircraft from a position where the PIC functions can be performed. The test shall be performed and to carry out the test as if there is was no other crew member present. 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/altitudes, minimum descent heights/altitudes and missed approach point shall be determined by the applicants and agreed by the examiner.

9. An applicants for the issue of 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 preflight preparation for the test, the applicants is are required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicants in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

10. ~~The A~~applicants shall demonstrate the ability to:

(a) operate the aircraft 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 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	±100 ~~feet~~ft
Starting a go-around at decision height/altitude	+50 ~~feet~~ft/–0 ~~feet~~ft
Minimum descent height/missed approach point (MAPt)/altitude	+50 ~~feet~~ft/–0 ~~feet~~ft
Tracking	
On radio aids	±5°
For angular deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, instrument landing system (ILS), microwave landing system (MLS), GBAS[1] landing system (GLS))
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ±~~-~~½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one~~1~~ time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than –~~–~~75 ~~feet~~ft below the vertical profile at any time, and not more than + 75 ~~feet~~ft above the vertical profile at or below 1 000 ~~feet~~ft above aerodrome level.
Heading	
all engines operating	±5°
with simulated engine failure	±10°
Speed	

[1] Ground-based augmentation system

all engines operating	±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 to 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	Identification of the required navigational aids for departure, arrival and approach procedures
e	Preflight inspection
f	Weather minima
g	Taxiing
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.
i	Pre-take-off briefing, take-off
J(°)	Transition to instrument flight
k(°)	Instrument departure procedures, including PBN departures, and altimeter setting
l(°)	ATC liaison — compliance, R/T procedures
SECTION 2 — GENERAL HANDLING(°)	

a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim
b	Climbing and descending turns with sustained rRate 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 rRate 1 onto given headings, recovery from unusual attitudes — only applicable to aeroplanes
SECTION 3 — EN ROUTE IFR PROCEDURES(°)	
a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints
b	Use of navigation system and 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 3a — ARRIVAL PROCEDURES	
a	Setting and checking of navigational aids, if applicable
b	Arrival procedures, altimeter checks
c	Altitude and speed constraints, if applicable

d	PBN arrival (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.
SECTION 4(°) — 3D Operations(++)	
a	Setting and checking of navigational aids Check vVertical pPath angle For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities
c(+)	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed heading control (stabilised approach)
g(+)	Go-around action
h(+)	Missed approach procedure/landing
i	ATC liaison — compliance, R/T procedures
SECTION 5(°)— 2D OPERATIONS(++)	
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities

c(+)	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude/~~D~~distance to ~~MAPT~~MAPt, speed, heading control (stabilised approach), s~~S~~top d~~D~~own f~~F~~ixes (SDF(s)), if applicable
g(+)	Go-around action
h(+)	Missed approach procedure/landing
i	ATC liaison — compliance, R/T procedures
SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (°)	
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

(°) Must be performed by sole reference to instruments.
(*) May be performed in an FFS, an FTD 2/3 or an FNPT II.
(+) May be performed in either Section 5 or Section 6.
(++) To establish or maintain PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

Helicopters

SECTION 1 — DEPARTURE Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply ~~in~~ to all sections	
a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
b	Use of A~~ir T~~raffic ~~Services~~ document, weather document

c	Preparation of ATC flight plan, IFR flight plan/log
d	Identification of the required navigational aids for departure, arrival and approach procedures
e	Preflight inspection
f	Weather minima
g	Taxiing/Air taxiy in compliance with ATC or instructions of instructor
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.
j	Pre-take-off briefing, procedures and checks
k	Transition to instrument flight
l	Instrument departure procedures, including PBN procedures
SECTION 2 — GENERAL HANDLING	
a	Control of the helicopter by reference solely to instruments, including:
b	Climbing and descending turns with sustained rRate 1 turn
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns
SECTION 3 — EN ROUTE IFR PROCEDURES	
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
SECTION 3a — ARRIVAL PROCEDURES	
a	Setting and checking of navigational aids, if applicable
b	Arrival procedures, altimeter checks
c	Altitude and speed constraints, if applicable
d	PBN arrival (if applicable) — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.
SECTION 4 — 3D OPERATIONS(+)	
a	Setting and checking of navigational aids Check v~~V~~ertical p~~P~~ath angle For RNP APCH: — ~~(a)~~ Check that the correct procedure has been loaded in the navigation system; and — ~~(b)~~ Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks
c(*)	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed, heading control (stabilised approach)
g(*)	Go-around action

h(*)	Missed approach procedure/landing
i	ATC liaison — compliance, R/T procedures
SECTION 5 — 2D OPERATIONS(+)	
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks and identification of facilities
c(*)	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed, heading control (stabilised approach)
g(*)	Go-around action
h(*)	Missed approach procedure(*)/landing
i	ATC liaison — compliance, R/T procedures
SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with Ssections 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 an FNPT II/III, or an FTD 2,/3)
b	Failure of stability augmentation devices/hydraulic system,(if applicable)
c	Limited panel

d	Autorotation and recovery to a pre-set altitude
e	3D operations manually without flight director(***) 3D operations manually with flight director(***)

(+) To establish or maintain PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

(*) To be performed in Section 4 or Section 5.

(**) Multi-engine helicopter only.

(***) Only one item to be tested

Airships

SECTION 1 — PREFLIGHT OPERATIONS AND DEPARTURE Use of checklist, airmanship, ATC liaison — compliance, R/T procedures, apply ~~in~~ to all sections	
a	Use of flight manual (or equivalent) especially aircraft~~a/c~~ performance calculation, mass and balance
b	Use of A~~ir T~~raffic ~~Services~~ document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Preflight 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
SECTION 2 — GENERAL HANDLING	

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
SECTION 3 — EN ROUTE IFR PROCEDURES	
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
SECTION 4 — PRECISION APPROACH PROCEDURES	
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
SECTION 5 — NON-PRECISION APPROACH PROCEDURES	
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
SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE This section may be combined with Ssections 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 S~~s~~ection 4 or ~~s~~Section 5.

Appendix~~PPENDIX~~ 8

Cross-crediting of the IR part of a class or type rating proficiency check

A. Aeroplanes

Credits shall be granted only when ~~the~~ holders ~~is~~are revalidating IR privileges for single-pilot 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;~~ ~~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~~

When a proficiency check including IR is performed, and holders have a valid:	Credit is valid towards the IR part in a proficiency check for:
— MPA type rating; — Single-pilot high-performance complex aeroplane type rating	SE class rating *, and SE type rating *, and SP ME class or type rating except for 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 for 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 for high-performance complex aeroplane type ratings
SP ME aeroplane class or type rating except for 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 for 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 applicants haves flown at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach on an SP class or type of aeroplane in SP operations, or, for multi-engine, other than ~~HP~~ high-performance complex aeroplanes, the applicants haves passed S~~s~~ection 6 of the skill test for SP, other than HP complex aeroplanes flown solely by reference to instruments in SP operations.

B. Helicopters

Credits shall be granted only when ~~the~~ holders are~~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~~ holders haves a valid:	Credit is valid towards the IR part in a proficiency check for:
Multi-pilot helicopter (MPH) type rating	SE type rating*; and SP ME type rating~~.~~**.**
SP ME type rating, operated as single-pilot	SE type rating*; SP ME type rating*.
SP ME type rating, restricted to multi-pilot operation	SE type rating~~,~~**;** 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 three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (could be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.

Appendix ~~PPENDIX~~ 9

Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

A. General

1. A~~n a~~pplicants for a skill test shall have received instruction ~~o~~in the same class or type of aircraft to be used in the test.

The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

(a) an available and accessible FFS, or

(b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or

(c) the aircraft if no FSTD is available or accessible.

If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

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~~OSD ~~established in accordance with Part-21~~, the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the ~~operational suitability data~~OSD ~~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~~OSD ~~established in accordance with Part-21~~ for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilots are~~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 Annex (Part-FCL)~~Part~~.

7. During the proficiency check, the examiner shall verify that ~~the~~ holders of the class or type rating maintain~~s~~ an adequate level of theoretical knowledge.

8. Should ~~the~~ applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they ~~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 applicants. The examiner may stop the test at any stage if it is considered that the applicants'~~s~~ demonstration of flying skill requires a complete retest.

10. A~~n a~~pplicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, ~~may~~ can be performed. ~~, can~~Under single-pilot conditions, the test shall be performed ~~and to carry out the test~~ as if there ~~is~~ was no other crew member ~~if taking the test/ or check~~ present. ~~under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.~~

11. During preflight preparation for the test, ~~the~~ applicants ~~is~~ are required to determine power settings and speeds. ~~The~~ A~~a~~pplicants 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 checklist 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~~ applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitudes, 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 the second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

14. ~~The~~ A~~a~~pplicants 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~~PM in accordance with MCC. ~~The~~ A~~a~~pplicants for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as ~~PNF~~PM. ~~The~~ A~~a~~pplicants 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 applicants act~~s~~ as PF or ~~PNF~~PM:

    (a) managing~~ement 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~~/~~ or 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 of flight training i~~o~~n the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training i~~o~~n the aircraft.

The approved flight training shall be performed by a qualified instructor under the responsibility of:

(a) an ATO; or

(b) an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 and specifically approved for such training; or

(c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

~~In that case, a~~A certificate of completion of the type rating course including the flight training i~~o~~n the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants'~~s~~ licence.

18. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:

(a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and

(b) the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

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~~ applicants shall pass all sections of the skill test or proficiency check. ~~If~~ Failure in any item ~~in~~ of a section ~~is failed, that section is~~will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require ~~the~~ applicants to ~~take~~ repeat the entire test or check ~~again. Any applicant failing only one section shall take the failed section again.~~ Failure in any section in the case of ~~the~~ a retest or recheck, including those sections that have been passed ~~at~~ on a previous attempt, will require ~~the~~ applicants to ~~take~~ repeat the entire test or check again. For single-pilot multi-engine aeroplanes, S~~s~~ection 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~~ applicants shall pass all sections of the skill test or proficiency check. Failure ~~of~~ in more than ~~5~~ five items will require ~~the~~ applicants to take the entire test or check again. A~~ny a~~pplicants failing 5 or ~~less~~ fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been

passed ~~a~~ont a previous attempt, will require ~~the~~ applicants to ~~take~~ repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If ~~the~~ applicants only fail~~s~~ or do~~es~~ not take S~~s~~ection 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~~ applicants shall pass the ~~s~~Section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. ~~The~~ A~~a~~pplicants 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~~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.

4. [2]The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height	
Generally	±100 ~~feet~~ft
Starting a go-around at decision height/altitude	+50 ~~feet~~ft/–0 ~~feet~~ft
Minimum descent height/MAPt/altitude	+50 ~~feet~~ft/–0 ~~feet~~ft
Tracking	
On radio aids	±5°
For ‘angular’ deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) ‘linear’ lateral deviations	cross-track error/deviation shall normally be limited to ±~~–~~½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one~~1~~ time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than ~~–~~75 ~~feet~~ft below the vertical profile at any time, and not more than + 75 ~~feet~~ft above the vertical profile at or below 1 000 ~~feet~~ft above aerodrome level.
Heading	

all engines operating	±5°
with simulated engine failure	±10°

Speed

all engines operating	±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 cCo-pilot and as ~~Pilot Flying (~~PF~~)~~ and ~~Pilot Not Flying (PNF~~PM~~)~~

OTD = Other training devices may be used for this exercise

X = ~~Flight simulators~~An FFS 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 = a~~A~~eroplane

FFS = f~~F~~ull-f ~~F~~light ~~S~~simulator

FSTD = flight ~~S~~simulation t~~T~~raining d~~D~~evice ~~(including FNPT II for ME class rating)~~

(c) The starred (*) items of S~~s~~ection 3B and, for multi-engine, S~~s~~ection 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 S~~s~~ection 3B is completed.

(e) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate ~~the~~ a mandatory exercise or a choice where more than one exercise appears.

(f) An ~~FFS or an FNPT II~~FSTD 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:

(i) the qualification of the ~~FFS or FNPT II~~FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);

(ii) the qualifications of the instructors;

(iii) the amount of ~~FFS or FNPT II~~FSTD training provided on the course; and

(iv) the qualifications and previous experience on similar types of the pilots 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.~~

(g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:

(1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using team resource management (TRM), CRM and human factors at an ATO; and

(2) pass a proficiency check in multi-pilot operations.

(h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:

(1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B;and

(2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.

(i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.

(j) If a skill test of a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).

(k) The training, testing and checking shall follow the table mentioned below.

(1) Training at an ATO, testing and checking requirements for single-pilot privileges

(2) Training at an ATO, testing and checking requirements for multi-pilot privileges

(3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)

(4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)

~~(5)~~ Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges.

	(1)		(2)		(3)		(4)		(5)	
Type of operation	**SP**		**MP**		**SP → MP (initial)**		**MP → SP (initial)**		**SP + MP**	
	Training	*Testing/ checking*	*Training*	*Testing/ checking*	*Training*	*Testing/checking*	*Training, testing and checking (SE aeroplanes)*	*Training, testing and checking (ME aeroplanes)*	*SE aeroplanes*	*ME aeroplanes*
Initial issue	Sections 16	Sections 16	Sections 17	Sections 17	MCC CRM Human factors TEM Section 7	Sections 17	1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
Revalidation	n/a	Sections 1–6	n/a	Sections 1–7	n/a	n/a	n/a	n/a	MPO: Sections 17 SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	MPO: Sections 17 SPO: 1.6, Section 6 and, if applicable, one approach from Section 3.B
Renewal	FCL.740	Sections 16	FCL.740	Sections 16	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalidation	Training: FCL.740 Check: as for the revalidation

(l) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

~~SINGLE PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES~~	~~PRACTICAL TRAINING~~				~~CLASS OR TYPE RATING SKILL TEST/PROF. CHECK~~	
~~Manoeuvres/Procedures~~	~~FTD~~	~~FFS~~	~~A~~	~~Instructor initials when training completed~~	~~Chkd in FFS A~~	~~Examiner initials when test completed~~
~~SECTION 1~~						
~~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~~	

SINGLE -PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
1.7 Climbing: Vx/Vy Turns onto headings Level off		P---->	---->		M	
1.8 ATC liaison – Compliance, R/T procedure						
SECTION 2						
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	

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						
SECTION 3A						
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						
SECTION 3B						

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	
3B Instrument flight 3B.1* Departure IFR		P --->	--->		M	
3B.2* En-route IFR		P --->	--->		M	
3B.3* Holding procedures		P --->	--->		M	
3B.4* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P --->	--->		M	
3B.5* 2D operations to MDH/A		P --->	--->		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes	P --->	--->	--->		M	
3B.7* Failure of localiser or glideslope	P --->	--->	--->			
3B.8* ATC liaison – Compliance, R/T procedure						
Intentionally left blank						
SECTION 4						

SINGLE -PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
4 Arrival and landings 4.1 Aerodrome arrival procedure		P ---->	---->		M	
4.2 Normal landing		P ---->	---->		M	
4.3 Flapless landing		P ---->	---->		M	
4.4 Crosswind landing (if suitable conditions)		P ---->	---->			
4.5 Approach and landing with idle power from up to 2000′ above the runway (single-engine aeroplane only)		P ---->	---->			
4.6 Go-around from minimum height		P ---->	---->		M	
4.7 Night go-around and landing (if applicable)	P ---->	---->	---->			
4.8 ATC liaison – Compliance, R/T procedure						
SECTION 5						
5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)						
5.1 Rejected take-off at a reasonable speed		P ---->	---->		M	

SINGLE -PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures		FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)			P		M	
5.3	Simulated forced landing without power (single-engine aeroplanes only)			P		M	
5.4	Simulated emergencies: (i) fire or smoke in flight, (ii) systems' malfunctions as appropriate	P --->	--->	--->			
5.5	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P --->	--->	--->			
5.6	ATC liaison – Compliance, R/T procedure						
SECTION 6							
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	
6.2*	Asymmetric approach and go-around	P --->	--->	--->		M	

SINGLE -PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
6.3* Asymmetric approach and full stop landing	P --->	--->	--->		M	
6.4 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 OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1						
1	Departure					
1.1	Preflight including: — documentation; — mass and balance; — weather briefing; and — NOTAM.	OTD				
1.2	Pre-start checks					
1.2.1	External	OTD P#	P		M	
1.2.2	Internal	OTD P#	P		M	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
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; and — crosswind (if conditions are available).	P---->	---->		M	
1.7	Climbing: — Vx/Vy; — turns onto headings; and — level off.	P---->	---->		M	
1.8	ATC liaison — compliance, R/T procedures	P---->			M	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 2						
2	Airwork (visual meteorological conditions (VMC))					
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V_{mca} 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; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)	P---->	---->		M	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
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 procedures	P---->	---->		M	
SECTION 3A						
3A	En route procedures VFR (see B.5 (c) and (d))	P---->	---->			
3A.1	Flight plan, dead reckoning and map reading					
3A.2	Maintenance of altitude, heading and speed	P---->	---->			
3A.3	Orientation, timing and revision of ETAs	P---->	---->			
3A.4	Use of radio navigation aids (if applicable)	P---->	---->			

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P---->	---->			
3A.6	ATC liaison — compliance, R/T procedures	P---->	---->			
SECTION 3B						
3B	Instrument flight	P---->				
3B.1*	Departure IFR		---->		M	
3B.2*	En route IFR	P---->	---->		M	
3B.3*	Holding procedures	P---->	---->		M	
3B.4*	[2]3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)[2][2]	P---->	---->		M	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P---->	---->		M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: — rate 1 turns; and — recoveries from unusual attitudes.	P---->	---->		M	
3B.7*	Failure of localiser or glideslope	P---->	---->			
3B.8*	ATC liaison — compliance, R/T procedures	P---->	---->		M	
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SECTION 4						
4	Arrival and landings	P---->				
4.1	Aerodrome arrival procedure		---->		M	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
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 2 000 ft above the runway (single-engine aeroplanes 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 procedures	P---->	---->		M	
SECTION 5						

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
5	Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)					
5.1	Rejected take-off at a reasonable speed	P---->	---->		M	
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		P		M	
5.3	Simulated forced landing without power (single-engine aeroplanes only)		P		M	
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P---->	---->			
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P---->	---->			

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
5.6	ATC liaison — compliance, R/T procedures					
SECTION 6						
6 6.1*	Simulated asymmetric flight (This section may be combined with Sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	P---->	--->X		M	
6.2*	Asymmetric approach and go-around	P---->	---->		M	
6.3*	Asymmetric approach and full-stop landing	P---->	---->		M	
6.4	ATC liaison — compliance, R/T procedures	P---->	---->		M	
SECTION 7						

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
7	UPRT					
7.1	Flight manoeuvres and procedures					
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable	P----->	---->			
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD-validated training envelope.	P----->	---->			
7.1.1.2	3.1.2 Steep turns using 45° bank, 180° to 360° left and right	P----->	---->			
7.1.1.3	Turns with and without spoilers	P----->	---->			

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P----->	---->			
7.2	Upset recovery training					
7.2.1	Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration	P----->	---->			
7.2.2	The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
7.3	Go-around with all engines operating* from various stages during an instrument approach	P--->	----->			
7.4	Rejected landing with all engines operating: — from various heights below DH/MDH 15 m (50 ft) above the runway threshold — after touchdown (baulked landing) — In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P----->	----->			

6. Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes

(a) The following symbols mean:

P = Trained as PIC or ~~C~~co-pilot and as PF and ~~PNF~~PM for the issue of a type rating as applicable.

OTD = Other training devices may be used for this exercise

X = ~~Simulators~~An FFS 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 up to any higher equipment level shown by the arrow (----->).

The following abbreviations are used to indicate the training equipment used:

A = a~~A~~eroplane

FFS = full- ~~F~~flight ~~S~~simulator

FSTD = flight ~~S~~simulation t~~T~~raining d~~D~~evice

~~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~~ a 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 FNPT II;~~

(i~~i~~) the qualifications of the instructors;

(ii~~i~~) the qualification and the amount of ~~FFS or FNPT II~~ training provided on the course in an FSTD; and

(iii~~v~~) the qualifications and previous experience on similar types of the pilots 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 Ssection 3.4 have to be completed in addition as single-pilot.

(i) In the 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.

(j) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

~~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~~	
~~SECTION 1~~							
~~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~~	

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
SECTION 2							
2 Take-offs 2.1 Normal take-offs with different flap settings, including expedited take-off			P ---->	---->			
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 ---->	---->			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
(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)							
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	
SECTION 3							
3 Flight Manoeuvres and Procedures 3.1 Turns with and without spoilers			P ---->	---->			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
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 --->	--->	--->	--->			
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----->	----->	----->	----->			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
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---->	---->	---->	---->			
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 ---->	---->	---->	---->			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
3.4.12 Landing gear and brake	P ---->	---->	---->	---->			
3.4.13 Slat and flap system	P----->	----->	----->	----->			
3.4.14 Auxiliary power unit	P ---->	---->	---->	---->			
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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 ---->	---->	---->			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
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----->	----->	----->			
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)			P----->	----->			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X			
3.9 Instrument flight procedures							
3.9.1* Adherence to departure and arrival routes and ATC instructions		P ---->	---->	---->		M	
3.9.2* Holding procedures		P---->	---->	---->			
3.9.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure							
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.9.3.1 in case of such AFM limitation).							
3.9.3.1*manually, without flight director			P---->	---->		M (skill test only)	
3.9.3.2*manually, with flight director			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	
3.9.3.3*with autopilot			P ---->	---->			
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 feet above aerodrome level until touchdown or through the complete missed approach procedure In aeroplanes which are not 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 feet 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---->	---->		M	

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
3.9.4* 2D operations down to the MDH/A			P* --->	---->		M	
3.9.5 Circling approach under following conditions: (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; followed by: (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. Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.			P*--->	----->			
SECTION 4							
4 Missed Approach Procedures							

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	
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height			p* --->	--->			
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 --->	--->			
SECTION 5							
5 Landings 5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation			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			

MULTI PILOT AEROPLANES AND SINGLE PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
5.3 Crosswind landings (a/c, if practicable)			P ---->	---->			
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)	
General remarks: 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.							

SECTION 6

Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (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 aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60m (200ft) shall be used.							
6.1* Rejected take off at minimum authorised RVR			P*---->	---->X An aircraft may not be used for this exercise		M*	
6.2* CAT II/III 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---->	---->		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, 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 →	→		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	

NOTE: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1					
1 Flight preparation 1.1 Performance calculation	OTD P				
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD 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 ATC instructions or instructions of instructor	P----->	----->			
1.6 Before take-off checks	P----->	----->		M	
SECTION 2					

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
2 Take-offs 2.1 Normal take-offs with different flap settings, including expedited take-off	P----->	----->			
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 the 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	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
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	
SECTION 3					
3 Flight manoeuvres and procedures 3.1 Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P----->	---->			
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD-validated training envelope	P----->	---->			
3.1.2 Steep turns using 45° bank, 180° to 360° left and right	P----->	---->			
3.1.3 Turns with and without spoilers	P----->	---->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P----->	---->			
3.2 Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P----->	---->X An aeroplane shall not be used for this exercise		FFS only	
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P----->	----->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.4 Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0 Engine (if necessary propeller)	OTD P----->	----->			
3.4.1 Pressurisation and air conditioning	OTD P----->	----->			
3.4.2 Pitot/static system	OTD P----->	----->			
3.4.3 Fuel system	OTD P----->	----->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.4.4 Electrical system	OTD P----->	----->			
3.4.5 Hydraulic system	OTD P----->	----->			
3.4.6 Flight control and trim system	OTD P----->	----->			
3.4.7 Anti-icing/de-icing system, glare shield heating	OTD P----->	----->			
3.4.8 Autopilot/flight director	OTD P----->	----->		M (single pilot only)	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P----->	----->			
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	P----->	----->			
3.4.11 Radios, navigation equipment, instruments, FMS	OTD P----->	----->			
3.4.12 Landing gear and brake	OTD P----->	----->			
3.4.13 Slat and flap system	OTD	----->			
3.4.14 Auxiliary power unit (APU)	OTD 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
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check 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	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.6.6 Simulated cabin pressure failure/emergency descent	P----->	----->			
3.6.7 Incapacitation of flight crew member	P----->	----->			
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P----->	----->			
3.6.9 TCAS event	OTD P----->	An aeroplane shall not be used		FFS only	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.7 Upset recovery training 3.7.1 Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration.	P----->	----->			
3.7.2 The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only	
3.8 Instrument flight procedures					

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.1 * Adherence to departure and arrival routes and ATC instructions	P----->	----->		M	
3.8.2* Holding procedures	P----->	----->			
3.8.3* 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.9.3.1 in the case of such AFM limitation).					
3.8.3. *Manually, without flight director	P----->	----->		M (skill test only)	
3.8.3.2 *Manually, with flight director	P----->	----->			
3.83.3*With autopilot	P----->	----->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.3.4 * Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or through the complete missed approach procedure. In aeroplanes which are not 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 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the 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 3.8.3.4.	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	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.3.5 *Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach after passing the outer marker (OM) within a distance of not more than 4 NM until touchdown or through the complete missed approach procedure In aeroplanes which are not 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 3.8.4. The go-around shall be initiated when reaching the published OCH/A; however, not later than reaching an MDH/A of 500 ft above the 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 3.8.3.4.	P----->	----->		M	
3.8.4*2D operations down to the MDH/A	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	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.5 Circling approach under the following conditions: (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; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P*---> P*--->	 ----->			
3.8.6 Visual approaches	P---->	----->			
SECTION 4					
4 Missed approach procedures					
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P*--->	----->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
4.2 Go-around with all engines operating* from various stages during an instrument approach	P*--->	----->			
4.3 Other missed approach procedures	P*--->	----->			
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*----->	----->		M	
4.5 Rejected landing with all engines operating: — from various heights below DH/MDH; — after touchdown (baulked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P----->	----->			
SECTION 5					

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
5 Landings 5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P----->	An aeroplane shall not be used for this exercise		FFS only	
5.3 Crosswind landings (aircraft, if practicable)	P----->	----->			
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	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
5.6 Landing with two engines inoperative: — aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and — aeroplanes with four engines: two engines at one side	P	X		M FFS only (skill test only)	
General remarks: Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.					
SECTION 6					
Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (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 aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.					

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
6.1* Rejected take-off at minimum authorised runway visual range (RVR)	P*----->	---->X An aeroplane shall not be used for this exercise		M*	
6.2* CAT II/III 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----->	----->		M	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
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, 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	

NOTE: CAT II/III operations shall be ~~accomplished~~ performed 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 PROFICIENCY CHECK**
Manoeuvres/p~~P~~rocedures	Instructor's initials when training completed	Examiner's initials when test completed
SECTION 1		
1 Departure 1.1 Preflight including: — ~~D~~documentation; — m~~M~~ass and ~~B~~balance; — w~~W~~eather briefing; and — 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 PROFICIENCY CHECK
Manoeuvres/pProcedures	Instructor's initials when training completed	Examiner's initials when test completed
1.9 Take-off procedure: — Nnormal with fFlight mManual flap settings; and — Ccrosswind (if conditions are available).		
1.10 Climbing: — Tturns onto headings — lLevel off		
1.11 ATC liaison — Ccompliance, ~~R/T procedure~~R/T procedures		
SECTION 2		
2 Airwork (VFR) 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 PROFICIENCY CHECK
Manoeuvres/pProcedures	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; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only).		
2.4 ATC liaison — cCompliance, ~~R/T procedure~~R/T procedures		
SECTION 3		
3 En route procedures VFR 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)		

CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR PROFICIENCY CHECK
Manoeuvres/pProcedures	Instructor's initials when training completed	Examiner's initials when test completed
3.6 ATC liaison — cCompliance, ~~R/T procedure~~R/T procedures		
SECTION 4		
4 Arrivals and landings 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 2 000′ above the water (single-engine aeroplanes only)		
4.6 Go-around from minimum height		
4.7 Glassy water landing Rough water landing		
4.8 ATC liaison — cCompliance, ~~R/T procedure~~R/T procedures		
SECTION 5		
5 Abnormal and emergency procedures (This section may be combined with Ssections 1 through 4.) 5.1 Rejected take-off at a reasonable speed		

CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR PROFICIENCY CHECK
Manoeuvres/pProcedures	Instructor's initials when training completed	Examiner's initials when test completed
5.2 Simulated engine failure after take-off (single-engine aeroplanes only)		
5.3 Simulated forced landing without power (single-engine aeroplanes only)		
5.4 Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate.		
5.5 ATC liaison — cCompliance, ~~R/T procedure~~R/T procedures		

SECTION 6		
6 Simulated asymmetric flight (This section may be combined with Ssections 1 through 5.) 6.1 Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS and an 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 — c~~C~~ompliance, ~~R/T procedure~~R/T procedures		

C. Specific requirements for the helicopter category

1. In the case of skill test or proficiency check for type ratings and the ATPL, ~~the~~ applicants shall pass S~~s~~ections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five~~5~~ items will require ~~the~~ applicants to ~~take~~ repeat the entire test or check ~~again~~. A~~n a~~pplicants failing not more than ~~5~~ five items shall ~~take~~ repeat the failed items ~~again~~. Failure in any item in the case of ~~the~~ a retest or a recheck or failure in any other items already passed will require the applicants to ~~take~~ repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

2. In the case of proficiency check for an IR, ~~the~~ applicants shall pass S~~s~~ection 5 of the proficiency check. Failure in more than 3 items will require ~~the~~ applicants to ~~take~~ repeat the entire S~~s~~ection 5 ~~again~~. A~~n a~~pplicants failing not more than 3 items shall ~~take~~ repeat the failed items ~~again~~. Failure in any item in the case of ~~the~~ a recheck or failure in any other items of S~~s~~ection 5 already passed will require ~~the~~ applicants to ~~take~~ repeat the entire check ~~again~~.

FLIGHT TEST TOLERANCE

3. A~~The a~~pplicants 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.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

   (a) IFR flight limits

Height

Generally	±100 ~~feet~~ft
Starting a go-around at decision height/altitude	+50 ~~feet~~ft/–0 ~~feet~~ft
Minimum descent height/MAPt/altitude	+50 ~~feet~~ft/–0 ~~feet~~ft

Tracking	
On radio aids	±5°
For 'angular' deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ±½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than –75 ft below the vertical profile at any time, and not more than +75 ft above the vertical profile at or below 1 000 ft above aerodrome level.
Heading	
all engines operating	±5°
with simulated engine failure	±10°
Speed	
all engines operating	±5 knots
with simulated engine failure	+10 knots/–5 knots[2]

(b) VFR flight limits

Height	
Generally	±100 ft
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 ft
Landing	±2 ft (with 0 ft rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

GENERAL

5. The following symbols means:

   P= Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (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 an 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 a 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:

    (a) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);

    (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 pilots 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 pass 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 pass only sections 1 to 4 and, if applicable, section 6.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FTD	FFS	H	Instructor initials when training completed	Chkd in FFS H	Examiner initials when test completed
SECTION 1 — Pre-flight preparations and checks							
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	
SECTION 2 — Flight manoeuvres and procedures							
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		FTD	FFS	H	Instructor initials when training completed	Chkd in FFS H	Examiner initials when test completed
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	
SECTION 3 — Normal and abnormal operations of the following systems and procedures							

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FTD	FFS	H	Instructor initials when training completed	Chkd in FFS H	Examiner initials when test completed
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	--->	--->			
3.11	Weather radar, radio altimeter, transponder	P	--->	--->			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FTD	FFS	H	Instructor initials when training completed	Chkd in FFS H	Examiner initials when test completed
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	--->	--->			

SECTION 4 — Abnormal and emergency procedures							
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	--->	--->			
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	--->	--->			
SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)							
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*	
5.2	Adherence to departure and arrival routes and ATC instructions	p*	---> *	---> *		M*	
5.3	Holding procedures	p*	---> *	---> *			
5.4	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure	p*	---> *	---> *			

5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).	P*	---> *	---> *		M*	
5.4.2	Manually, with 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 1000 feet above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---> *	---> *		M*	
5.5	2D operations 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	P*	---> *	---> *		M*	

5.8	Recovery from unusual attitudes	P*	---> *	---> *		M*	
SECTION 6 — Use of Optional Equipment							
6	Use of optional equipment	P	--->	--->			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
SECTION 1 — Preflight preparations and checks						
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 ATC instructions or with instructions of an instructor	P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->		M	
SECTION 2 — Flight manoeuvres and procedures						
2.1	Take-offs (various profiles)	P	---->		M	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
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	---->			
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	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) 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	
SECTION 3 — Normal and abnormal operations of the following systems and procedures						
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	---->			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
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	---->			
3.11	Weather radar, radio altimeter, transponder	P	---->			
3.12	Area navigation system	P	---->			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
3.13	Landing gear system	P	----->			
3.14	APU	P	---->			
3.15	Radio, navigation equipment, instruments and FMS	P	---->			
SECTION 4 — Abnormal and emergency procedures						
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		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
4.4	Fuel dumping (simulated)	P	---->			
4.5	Tail rotor control failure (if applicable)	P	---->			
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall 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	---->			
SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC)						

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
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*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*		M*	
5.3	Holding procedures	P*	---->*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	---->*			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).	P*	---->*		M*	
5.4.2	Manually, with 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 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*		M*	
5.5	2D operations down to the MDA/H	P*	---->*		M*	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
5.6	Go-around with all engines operating on reaching DA/H 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/H or MDA/MDH	P*	---->*		M*	
5.7	IMC autorotation with power recovery	P*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*		M*	
SECTION 6 — Use of optional equipment						
6	Use of optional equipment	P	---->			

D. Specific requirements for the powered-lift aircraft category

1. In the case of skill tests or proficiency checks for powered-lift aircraft type ratings, ~~the~~ applicants shall pass S~~s~~ections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five~~5~~ items will require ~~the~~ applicants to ~~take~~ repeat the entire test or check ~~again~~. A~~n a~~pplicants failing not more than five~~5~~ items shall ~~take~~ repeat the failed items ~~again~~. Failure in any item in the case of ~~the~~ a retest or a recheck or failure in any other items already passed will require ~~the~~ applicants to ~~take~~ repeat the entire test or check ~~again~~. All sections of the skill test or proficiency check shall be completed within ~~six~~ 6 months.

FLIGHT TEST TOLERANCE

2. ~~The~~ A~~a~~pplicants shall demonstrate the ability to:

   (a) operate the powered-lift aircraft 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 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	±100~~ feet~~ft
Starting a go-around at decision height/altitude	+50 ~~feet~~ft/-0 ~~feet~~ft
Minimum descent height/altitude	+50 ~~feet~~ft/-0 ~~feet~~ft
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~~ft
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~~ft
Landing	±2 ~~feet~~ft (with 0 ~~feet~~ft rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbol~~s~~ means:

   P= Trained as PIC or c~~C~~o-pilot and as PF and ~~PNF~~PM 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 = f~~F~~ull-f~~F~~light ~~S~~simulator

FTD = f~~F~~light t~~T~~raining d~~D~~evice

OTD = o~~O~~ther ~~T~~training ~~D~~device

PL = p~~P~~owered-lift aircraft

(a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall ~~take~~ pass S~~s~~ections 1 to 5 and, if applicable, S~~s~~ection 6.

(b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall ~~take~~ pass S~~s~~ections 1 to 5 and, if applicable, S~~s~~ection 6 and/or Section 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~~ a mandatory exercise.

8. FSTDs~~light 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:

(a) the qualification of the ~~flight simulation training device~~FSTDs~~s~~ as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA); and

(b) the qualifications of the instructor.

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
SECTION 1 — Preflight preparations and checks								
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~~ATC instructions or with instructions of an instructor		P	---->	---->			

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
1.5	Pre-take-off procedures and checks including Ppower Ccheck	P	---->	---->	---->		M	
SECTION 2 — Flight manoeuvres and procedures								
2.1	Normal VFR take-off profiles: Runway operations (short take-off and landing (STOL) and vertical take-off and landing (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; and — during ground level operations.		P	---->			M	

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
2.3.2	Take-off with simulated engine failure after passing decision point: — during runway operations; — during elevated heliport operations; and — during ground level operations.		P	---->			M	
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	

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
2.5.1	Landing with simulated engine failure after reaching decision point: — during runway operations; — during elevated heliport operations; and — 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:								
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	---->	---->				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
3.3	Pitot/static system	P	---->	---->				
3.4	Fuel sSystem	P	---->	---->				
3.5	Electrical system	P	---->	---->				
3.6	Hydraulic system	P	---->	---->				
3.7	Flight control and Ttrim system	P	---->	---->				
3.8	Anti-icing and de-icing system, glare shield heating (if fitted)	P	---->	---->				
3.9	Autopilot/Fflight director	P	--->	--->				
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	---->	---->				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
3.12	Landing gear system	P	----->	----->				
3.13	~~Auxiliary power unit~~APU	P	---->	---->				
3.14	Radio, navigation equipment, instruments and ~~flight management system~~FMS	P	---->	---->				
3.15	Flap system	P	---->	---->				
SECTION 4 — Abnormal and emergency procedures								
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
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	---->	---->				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
4.3	Engine failures, shutdown and restart (an aircraft shall not be used for this exercise) including one engine inoperative ~~(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	
4.7	ACAS event (an aircraft shall not be used for this exercise)	P	---->	---->			FFS only	
4.8	Incapacitation of crew member	P	---->	---->				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
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 Fflight mManual	P	---->	---->				
SECTION 5 — Instrument fFlight pProcedures (to be performed in IMC or simulated IMC)								
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 after decision point	P*	---->*	---->*			M*	

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	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 either to touchdown~~,~~ or until ~~through to the~~ completion of the missed approach procedure~~)~~	P*	----->*	----->*			M*	

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	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/~~D~~H 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/~~D~~H 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	
5.8	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 (200 ft) (CAT II/III)								

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
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*	
6.2	ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard operating procedures (SOPs) of crew coordination ~~(SOPs)~~ shall be observed.		P	---->	---->		M*	

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
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*	
Section 7 — Optional equipment								
7	Use of optional equipment		P	---->	---->			

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
		OTD	FTD	FFS	PL			

E. Specific requirements for the airship category

1. In the case of skill tests or proficiency checks for airship type ratings, ~~the~~ applicants shall pass S~~s~~ections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five~~5~~ items will require ~~the~~ applicants to ~~take~~ repeat the entire test or ~~/~~check ~~again~~. A~~n a~~pplicants failing not more than ~~5~~ five items shall take the failed items again. Failure in any item in the case of ~~the~~ a retest or a~~/~~ recheck, or failure in any other items already passed will require ~~the~~ applicants to ~~take~~ repeat the entire test or~~/~~ check again. All sections of the skill test or proficiency check shall be completed within ~~six~~ 6 months.

FLIGHT TEST TOLERANCE

2. ~~The~~ A~~a~~pplicants 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;

   (e) 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;

   (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 airship used.

   (a) IFR flight limits:

Height

Generally	±100 ~~feet~~ft
Starting a go-around at decision height/altitude	+50 ~~feet~~ft/-0 ~~feet~~ft
Minimum descent height/altitude	+50 ~~feet~~ft/-0 ~~feet~~ft

Tracking

On radio aids	±5°
Precision approach	half-scale deflection, azimuth and glide path

Heading

Normal operations	±5°
Abnormal operations/emergencies	±10°

(b) VFR flight limits:

Height	
Generally	±100 ~~feet~~ft
Heading	
Normal operations	±5°
Abnormal operations/emergencies	±10°

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbol~~s~~ means:

P= Trained as PIC or c~~C~~o-pilot and as PF and ~~PNF~~PM 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 = f~~F~~ull-~~F~~flight ~~S~~simulator

FTD = f~~F~~light t~~T~~raining d~~D~~evice

OTD = o~~O~~ther ~~T~~training ~~D~~device

As = a~~A~~irship

(a) Applicants for the skill test for the issue of the airship shall ~~take~~ pass S~~s~~ections 1 to 5 and, if applicable, S~~s~~ection 6.

(b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall ~~take~~ pass S~~s~~ections 1 to 5 and, if applicable S~~s~~ection 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~~ a mandatory exercise.

8. ~~Flight Simulation Training Device~~FSTDs 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 device~~FSTDs as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA); and

(b) the qualifications of the instructor.

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
SECTION 1 — Preflight preparations and checks								
1.1	Preflight 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-Mmast procedure and gGround mManoeuvring			P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->	---->	---->		M	
SECTION 2 — Flight manoeuvres and procedures								
2.1	Normal VFR take-off profile			P	---->		M	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
2.2	Take-off with simulated engine failure			P	---->		M	
2.3	Take-off with heaviness > 0 (Heavy T/O)			P	---->			
2.4	Take-off with heaviness < 0 (Light/TO)			P	---->			
2.5	Normal climb procedure			P	---->			
2.6	Climb to pPressure hHeight			P	---->			
2.7	Recognising of pPressure hHeight			P	---->			
2.8	Flight at or close to pPressure hHeight			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	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
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								
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 pPressurisation	P	---->	---->	---->			
3.3	Pitot/static system	P	---->	---->	---->			
3.4	Fuel system	P	---->	---->	---->			
3.5	Electrical system	P	---->	---->	---->			

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
3.6	Hydraulic system	P	---->	---->	---->			
3.7	Flight control and tTrim system	P	---->	---->	---->			
3.8	Ballonet system	P	---->	---->	---->			
3.9	Autopilot/fFlight director	P	--->	--->	---->			
3.10	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~~APU	P	---->	---->	---->			
3.14	Radio, navigation equipment, instruments and ~~flight management system~~FMS	P	---->	---->	---->			

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
	Intentionally left blank							
SECTION 4 — Abnormal and emergency procedures								
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	---->	---->	---->			
4.2	Smoke control and removal	P	---->	---->	---->			
4.3	Engine failures, shutdown and restart: iIn particular phases of flight, inclusive multiple engine failure	P	---->	---->	---->			
4.4	Incapacitation of crew member	P	---->	---->	---->			

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
4.5	Transmission/Ggearbox malfunctions	P	---->	---->	---->		FFS only	
4.6	Other emergency procedures as outlined in the appropriate Fflight mManual	P	---->	---->	---->			
SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)								
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*	
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*	---->*	---->*	---->*			

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/p~~P~~rocedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
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*	
5.5	Non-precision approach down to the ~~minimum descent altitude~~ MDA/H	P*	---->*	---->*	---->*		M*	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
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*	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)								
6	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (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 airship 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*	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
6.2	ILS approaches: iIn simulated instrument flight conditions down to the applicable DH, using flight guidance system. SOPsstandard 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, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.		P	---->			M*	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/pProcedures						Instructor's initials when training completed	Checked in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
6.4	Landing(s): wWith visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed		P	---->			M*	
SECTION 7 — Optional equipment								
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

P~~A p~~ilot licence~~s~~ issued by a Member State in accordance with the national requirements shall be converted into ~~a~~ Part-FCL licence~~s~~, provided that ~~the~~ applicant~~s~~ comply~~ies~~ with the following requirements:

(a) for ATPL(A) and CPL(A), ~~complete~~ pass as a proficiency check the revalidation requirements of Part-FCL for type/class and instrument rating, relevant to the privileges of the licence held;

(b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;

(c) demonstrate language proficiency in accordance with FCL.055; and

(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(A)	> 1 500 as ~~PIC on~~PIC in multi-pilot aeroplanes	None	ATPL(A)	Not applicable	(a)
ATPL(A)	> 1 500 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 the ability to act as PIC as required by Appendix 9 to Part-FCL	(c)
CPL/IR(A) and passed an ICAO ATPL theory test in the Member State ~~of~~ that issued the licence ~~issue~~		(i)demonstrate knowledge of flight planning and performance as required by FCL.310 and FCL.615(b) (ii)meet remaining requirements ~~of~~ in 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~~that ~~issue~~issued the licence [(1)] (ii)meet remaining requirements ~~of~~ in FCL.720.A(c)	CPL/IR(A) with ATPL theory credit	Not applicable	(e)
CPL/IR(A)	> 500 as ~~PIC on~~ PIC in single-pilot aeroplanes	None	CPL/IR(A) with class ratings and type ratings restricted to single-pilot aeroplanes	Obtain multi-pilot type rating in accordance with Part-FCL	(f)
CPL/IR(A)	< 500 as ~~PIC on~~ PIC in single-pilot aeroplanes	Demonstrate knowledge of flight planning and flight performance for CPL/IR level	As (4)(f)	As (5)(f)	(g)
CPL(A)	> 500 as ~~PIC on~~ PIC in single-pilot aeroplanes	Night rating, if applicable	CPL(A), with type/class ratings restricted to single-pilot aeroplanes		(h)
CPL(A)	< 500 as ~~PIC on~~ PIC in 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)

[(1)] 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 above.

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~~ applicants comply~~ies~~ 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

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~~ applicants comply~~ies~~ with the following requirements:

National certificate held	Experience	Any further requirements	~~Replacement~~ Part-FCL certificate
(1)	(2)	(3)	(4)
SFI(A)	>1 500 hours as pilot of MPA	(i) hold or have held a CPL, an MPL or an 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 of recent experience as an 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~~ applicants comply~~ies~~ with the following 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~~ passed 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 an STI	have ~~completed~~ passed 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 p~~Pilot licences issued by a Member State in accordance with the national requirements shall be converted into ~~a~~ Part-FCL licences, provided that ~~the~~ applicants comply~~ies~~ 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;

(b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;

(c) demonstrate language proficiency in accordance with FCL.055; and

(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)	>1 000 as ~~PIC on~~ PIC in multi-pilot helicopters	none	ATPL(H) and IR	Not applicable	(a)
ATPL(H) no IR(H) privileges	>1 000 as ~~PIC on~~ PIC in multi-pilot helicopters	none	ATPL(H)		(b)
ATPL(H) valid IR(H)	>1 000 on multi-pilot helicopters	None	ATPL(H), and IR with type rating restricted to co-pilot	D~~d~~emonstrate the ability to act as PIC as required by Appendix 9 to Part-FCL	(c)
ATPL(H) no IR(H) privileges	>1 000 on multi-pilot helicopters	None	ATPL(H) type rating restricted to co-pilot	D~~d~~emonstrate the 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~~ that issued the licence ~~issue~~		(i) demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b); and (ii) meet remaining requirements ~~of~~ in 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~~ that issued the licence ~~issue~~*; and (ii) to meet remaining requirements ~~of~~ in FCL.720.H(b).	CPL/IR(H) with Part-FCL ATPL(H) theory credit	Not applicable	(h)
CPL/IR(H)	>500 as ~~PIC on~~ PIC in single-pilot helicopters	None	CPL/IR(H) with type ratings restricted to single-pilot helicopters	obtain multi-pilot type rating as required by Part-FCL	(i)
CPL/IR(H)	<500 as ~~PIC on~~ PIC in single-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b)	as (4)(i)		(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~~ PIC in single-pilot helicopters	night rating	CPL(H), with type ratings restricted to single-pilot helicopters		(k)
CPL(H)	<500 as ~~PIC on~~ PIC in 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~~ PIC in 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~~ PIC in 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.

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~~ applicants comply~~ies~~ 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~~ applicants comply~~ies~~ 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 holders~~ applicants comply~~ies~~ 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; and (ii) have ~~completed~~ passed 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~~ passed 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

1. P~~A p~~ilot licence~~s~~ 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.

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~~s~~ have~~s~~ applied, or are~~is~~ undergoing training, for the issue 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 and shall not exceed one year.

   ~~The~~ H~~h~~olders 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~~ holders 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;

   (b) demonstrate that ~~he/she~~they~~the pilot~~ have~~s~~ acquired knowledge of the relevant parts of the operational requirements and Part-FCL;

   (c) demonstrate that ~~he/she~~they~~the pilot~~ have~~s~~ acquired language proficiency in accordance with FCL.055; and

   (d) hold a valid Class 1 medical certificate, issued in accordance with Part-MED~~edical~~.

   In addition to the requirements in points (a) to (d), i~~i~~n the case of aeroplanes, applicants shall comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	>1 500 hours as ~~PIC on~~ PIC in multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)

ATPL(A) or CPL(A)/IR*	>1 500 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	>1 000 hours as PIC in commercial air transport since ~~gaining~~ obtaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	>1 000 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)	>1 500 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.

In addition to the requirements in points (a) to (d), ~~(f)~~ in the case of helicopters, applicants shall comply with the experience requirements set out in the following table:

Licence held	**Total flying hours experience**	**Privileges**	
(1)	**(2)**	**(3)**	
ATPL(H) valid IR	> 1 000 hours as ~~PIC on~~ PIC in multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	> 1 000 hours as ~~PIC on~~ PIC in multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	> 1 000 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	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR *	> 1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)
CPL(H)/IR	> 1 000 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	> 700 hours in helicopters other than those certificated	Exercise of privileges in	(g)

without IR privileges, CPL(H)/IR, CPL(H)	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.	helicopters in operations other than commercial air transport	

* 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 a ~~private pilot licence~~PPL~~s~~ with an ~~instrument rating~~IR, or a CPL and an ATPL ~~licences~~ with an ~~instrument rating~~IR where ~~the~~ pilots intend~~s~~ only to exercise private pilot privileges, ~~the~~ holders shall comply with the following requirements:

   (a) ~~complete~~ pass the skill test for ~~instrument rating and~~ the type or class ratings relevant to the privileges of the licence held and including the IR exercises, in accordance with ~~Appendix 7 and~~ Appendix 9 to Part-FCL;

   (b) demonstrate that ~~he/she~~they have ~~has~~ acquired knowledge of ~~A~~air ~~L~~law, ~~A~~aeronautical w~~W~~eather c~~C~~odes, f~~F~~light p~~P~~lanning and ~~P~~performance (IR), and ~~H~~human ~~P~~performance;

   (c) demonstrate that ~~he/she has~~they have acquired language proficiency in accordance with FCL.055;

   (d) hold at least a valid Class 2 medical certificate issued in accordance with ~~-~~Annex 1 to the Chicago Convention; and

   (e) have a minimum experience of at least 100 hours of instrument flight time as PIC in the relevant category of aircraft.

Pilot licences for non-commercial activities without an instrument rating

5. In the case of a ~~private pilot licences~~PPL~~,~~ or a CPL and an ATPL ~~licences~~ without an ~~instrument rating~~IR where ~~the~~ pilots intend~~s~~ only to exercise private pilot privileges, ~~the~~ holders shall comply with the following requirements:

   (a) demonstrate that ~~he/she~~they has~~ve~~ acquired knowledge of ~~A~~air l~~L~~aw and ~~H~~human ~~P~~performance;

   (b) pass the PPL skill test as set out in Part-FCL;

   (c) fulfil the relevant requirements of Part-FCL for the issue 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~~they have ~~has~~ acquired language proficiency in accordance with FCL.055; and

   (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 1 year~~2 months~~ for specific tasks of limited duration, such as ~~instruction flights~~ training flights for initial entry into service, demonstration, ferry or test flights, provided that ~~the~~ applicants comply~~ies~~ with the following requirements:

(a) hold~~s~~ an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention; and

(b) ~~i~~ares employed, directly or indirectly, by an aircraft manufacturer or by an aviation authority.

In this case, the privileges of ~~the~~ holders shall be limited to performing flight instruction and testing for the 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.

7. Notwithstanding the provisions of the paragraphs above, Member States may, for, competition flights or display flights of limited duration, accept a licence issued by a third country allowing ~~the~~ holders to exercise the privileges of a PPL, an SPL or a BPL provided that:

(a) prior to the event, the organiser of the competition or display flights provides the competent authority with adequate evidence on how it will ensure that ~~the~~ pilots will be familiarised with the relevant safety information and manage any risk associated with the flights; and

(b) ~~the~~ applicants hold~~s~~ an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.

8. Notwithstanding the provisions of the paragraphs above, Member States may accept a PPL, an SPL or a BPL issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks provided that ~~the~~ applicants:

(a) hold~~s~~ an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention; and

(b) have~~s~~ completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

B. CONVERSION OF LICENCES

1. A PPL, a BPL, an 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 or SPL with a single-pilot class or type rating by the competent authority of a Member State.

2. ~~The~~ hHolders of the licence shall comply with the following minimum requirements, for the relevant aircraft category:

(a) pass a written examination in ~~A~~air l~~L~~aw and h~~H~~uman ~~P~~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-MED~~edical~~;

(e) demonstrate that ~~he/she~~they have ~~has~~ acquired language proficiency in accordance with FCL.055; and

(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~~ applicants:

(a) comply~~ies~~ with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;

(b) pass~~es~~ the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;

(c) ~~is~~ are in current flying practice; and

(d) have~~s~~ no less than:

(~~i~~1) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;

(~~ii~~2) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;

(~~iii~~3) 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; and

(~~iv~~4) for all other helicopters, 350 hours of flight experience as a pilot on that type.