

# CAP 804

Flight Crew Licensing:  
Mandatory Requirements,  
Policy and Guidance





## **CAP 804**

# **Flight Crew Licensing: Mandatory Requirements, Policy and Guidance**

© Civil Aviation Authority 2015

All rights reserved. Copies of this publication may be reproduced for personal use, or for use within a company or organisation, but may not otherwise be reproduced for publication.

To use or reference CAA publications for any other purpose, for example within training material for students, please contact the CAA at the address below for formal agreement.

ISBN 978 0 11792 890 9

First published April 2012

Corrected May 2012

Amendment 2012/01 incorporated 27 July 2012

Amendment 2012/02 incorporated 17 September 2012

Amendment 2013/01 incorporated 30 January 2013

Amendment 2013/02 incorporated 15 October 2013

Amendment 2014/01 incorporated 15 September 2014

Amendment 2015/01 incorporated 8 April 2015

Enquiries regarding the content of this publication should be addressed to:  
Personnel Licensing, Safety & Airspace Regulation Group, Civil Aviation Authority, Aviation House,  
Gatwick Airport South, West Sussex, RH6 0YR.

The latest version of this document is available in electronic format at [www.caa.co.uk/publications](http://www.caa.co.uk/publications), where you may also register for e-mail notification of amendments.

Published by TSO (The Stationery Office) on behalf of the UK Civil Aviation Authority.

Printed copy available from:

TSO, PO Box 29, Norwich NR3 1GN

Telephone orders/General enquiries: 0844 477 7300

Fax orders: 0870 600 5533

[www.tsoshop.co.uk](http://www.tsoshop.co.uk)

E-mail: [caa@tso.co.uk](mailto:caa@tso.co.uk)

Textphone: 0870 240 3701

## List of Effective Pages – Part I

Section	Part	Page	Date	Section	Part	Page	Date
		iii	8 April 2015	Section 1	Part C, Appendix 2	8	30 January 2013
		iv	8 April 2015	Section 1	Part C, Appendix 2	9	30 January 2013
		v	8 April 2015	Section 1	Part C, Appendix 2	10	30 January 2013
		vi	8 April 2015	Section 1	Part C, Appendix 2	11	30 January 2013
		vii	8 April 2015	Section 1	Part C, Appendix 2	12	30 January 2013
		viii	8 April 2015	Section 1	Part C, Appendix 2	13	8 April 2015
		ix	8 April 2015	Section 1	Part C, Appendix 2	14	30 January 2013
		x	8 April 2015	Section 1	Part C, Appendix 2	15	30 January 2013
		xi	8 April 2015	Section 1	Part C, Appendix 2	16	30 January 2013
		xii	8 April 2015	Section 1	Part C, Appendix 2	17	15 October 2013
Contents		1	May 2012	Section 1	Part C, Appendix 2	18	30 January 2013
Contents		2	May 2012	Section 1	Part C, Appendix 2	19	30 January 2013
Contents		3	May 2012	Section 1	Part C, Appendix 2	20	30 January 2013
Contents		4	May 2012	Section 1	Part C, Appendix 2	21	8 April 2015
Contents		5	May 2012	Section 1	Part C, Appendix 2	22	30 January 2013
Contents		6	May 2012	Section 1	Part C, Appendix 2	23	30 January 2013
Foreword		1	15 September 2014	Section 1	Part C, Appendix 2	24	15 September 2014
Foreword		2	15 September 2014	Section 1	Part C, Appendix 2	25	15 September 2014
Section 1	Part A	1	8 April 2015	Section 1	Part C, Appendix 2	26	15 September 2014
Section 1	Part A	2	8 April 2015	Section 1	Part C, Appendix 2	27	30 January 2013
Section 1	Part B	1	15 October 2013	Section 1	Part C, Appendix 2	28	30 January 2013
Section 1	Part B	2	May 2012	Section 1	Part C, Appendix 2	29	8 April 2015
Section 1	Part B	3	8 April 2015	Section 1	Part C, Appendix 2	30	30 January 2013
Section 1	Part B	4	8 April 2015	Section 1	Part C, Appendix 2	31	30 January 2013
Section 1	Part B	5	15 October 2013	Section 1	Part C, Appendix 2	32	30 January 2013
Section 1	Part B	6	May 2012	Section 1	Part C, Appendix 2	33	15 October 2013
Section 1	Part B	7	May 2012	Section 1	Part C, Appendix 2	34	15 October 2013
Section 1	Part B	8	May 2012	Section 1	Part C, Appendix 2	35	30 January 2013
Section 1	Part B	9	27 July 2012	Section 1	Part C, Appendix 2	36	30 January 2013
Section 1	Part B	10	8 April 2015	Section 1	Part C, Appendix 2	37	8 April 2015
Section 1	Part C	1	8 April 2015	Section 1	Part C, Appendix 2	38	30 January 2013
Section 1	Part C	2	8 April 2015	Section 1	Part C, Appendix 2	39	30 January 2013
Section 1	Part C	3	8 April 2015	Section 1	Part C, Appendix 2	40	30 January 2013
Section 1	Part C	4	8 April 2015	Section 1	Part C, Appendix 2	41	15 October 2013
Section 1	Part C	5	8 April 2015	Section 1	Part C, Appendix 2	42	15 October 2013
Section 1	Part C	6	8 April 2015	Section 1	Part C, Appendix 2	43	30 January 2013
Section 1	Part C, Appendix 1	1	May 2012	Section 1	Part C, Appendix 2	44	30 January 2013
Section 1	Part C, Appendix 1	2	May 2012	Section 1	Part C, Appendix 2	45	8 April 2015
Section 1	Part C, Appendix 1	3	May 2012	Section 1	Part C, Appendix 2	46	30 January 2013
Section 1	Part C, Appendix 2	1	May 2012	Section 1	Part C, Appendix 2	47	30 January 2013
Section 1	Part C, Appendix 2	2	May 2012	Section 1	Part C, Appendix 2	48	30 January 2013
Section 1	Part C, Appendix 2	3	30 January 2013	Section 1	Part C, Appendix 2	49	30 January 2013
Section 1	Part C, Appendix 2	4	30 January 2013	Section 1	Part C, Appendix 2	50	15 September 2014
Section 1	Part C, Appendix 2	5	8 April 2015	Section 1	Part C, Appendix 2	51	30 January 2013
Section 1	Part C, Appendix 2	6	30 January 2013	Section 1	Part C, Appendix 2	52	30 January 2013
Section 1	Part C, Appendix 2	7	30 January 2013	Section 1	Part C, Appendix 2	53	8 April 2015

Section	Part	Page	Date	Section	Part	Page	Date
Section 1	Part C, Appendix 2	54	30 January 2013	Section 2	Part A	7	27 July 2012
Section 1	Part C, Appendix 2	55	30 January 2013	Section 2	Part A	8	May 2012
Section 1	Part C, Appendix 2	56	30 January 2013	Section 2	Part A	9	May 2012
Section 1	Part C, Appendix 2	57	30 January 2013	Section 2	Part A	10	27 July 2012
Section 1	Part C, Appendix 2	58	15 September 2014	Section 2	Part A	11	30 January 2013
Section 1	Part C, Appendix 2	59	30 January 2013	Section 2	Part A	12	30 January 2013
Section 1	Part C, Appendix 2	60	30 January 2013	Section 2	Part B	1	May 2012
Section 1	Part D	1	8 April 2015	Section 2	Part B	2	May 2012
Section 1	Part D	2	15 September 2014	Section 2	Part B	3	May 2012
Section 1	Part D	3	8 April 2015	Section 2	Part B	4	May 2012
Section 1	Part D	4	8 April 2015	Section 2	Part B	5	30 January 2013
Section 1	Part D	5	8 April 2015	Section 2	Part B	6	30 January 2013
Section 1	Part D	6	15 September 2014	Section 2	Part B	7	May 2012
Section 1	Part D	7	15 September 2014	Section 2	Part B	8	27 July 2012
Section 1	Part D	8	May 2012	Section 2	Part B	9	May 2012
Section 1	Part D	9	8 April 2015	Section 2	Part B	10	May 2012
Section 1	Part D	10	8 April 2015	Section 2	Part C	1	8 April 2015
Section 1	Part D	11	15 September 2014	Section 2	Part C	2	8 April 2015
Section 1	Part D, Appendix 1	1	8 April 2015	Section 2	Part C	3	8 April 2015
Section 1	Part D, Appendix 1	2	15 September 2014	Section 2	Part C	4	8 April 2015
Section 1	Part E	1	May 2012	Section 3		1	15 September 2014
Section 1	Part E	2	27 July 2012	Section 3		2	8 April 2015
Section 1	Part E	3	May 2012	Section 3		3	15 September 2014
Section 1	Part E	4	May 2012	Section 3		4	15 September 2014
Section 1	Part E	5	May 2012	Section 3		5	15 September 2014
Section 1	Part E	6	May 2012	Section 3		6	15 September 2014
Section 1	Part E	7	May 2012	Section 3		7	15 September 2014
Section 1	Part E	8	May 2012	Section 4	Part A	1	27 July 2012
Section 1	Part E	9	May 2012	Section 4	Part A	2	15 September 2014
Section 1	Part E	10	May 2012	Section 4	Part A	3	8 April 2015
Section 1	Part E	11	May 2012	Section 4	Part A	4	15 September 2014
Section 1	Part E	12	May 2012	Section 4	Part A	5	15 September 2014
Section 1	Part E	13	May 2012	Section 4	Part A	6	15 September 2014
Section 1	Part E	14	May 2012	Section 4	Part A	7	8 April 2015
Section 1	Part E	15	May 2012	Section 4	Part B, Subpart 1	1	15 September 2014
Section 1	Part E	16	May 2012	Section 4	Part B, Subpart 1	2	May 2012
Section 1	Part F	1	8 April 2015	Section 4	Part B, Subpart 1	3	May 2012
Section 1	Part G	1	May 2012	Section 4	Part B, Subpart 1	4	15 September 2014
Section 1	Part G	2	May 2012	Section 4	Part B, Subpart 2	1	May 2012
Section 1	Part G	3	May 2012	Section 4	Part B, Subpart 2	2	May 2012
Section 1	Part G	4	May 2012	Section 4	Part B, Subpart 2	3	30 January 2013
Section 1	Part G	5	27 July 2012	Section 4	Part B, Subpart 2	4	May 2012
Section 1	Part H	1	30 January 2013	Section 4	Part B, Subpart 3	1	15 September 2014
Section 2	Part A	1	15 September 2014	Section 4	Part B, Subpart 3	2	May 2012
Section 2	Part A	2	27 July 2012	Section 4	Part B, Subpart 3	3	May 2012
Section 2	Part A	3	May 2012	Section 4	Part B, Subpart 3	4	May 2012
Section 2	Part A	4	8 April 2015	Section 4	Part B, Subpart 3	5	15 September 2014
Section 2	Part A	5	May 2012	Section 4	Part B, Subpart 4	1	8 April 2015
Section 2	Part A	6	May 2012	Section 4	Part B, Subpart 4	2	May 2012

Section	Part	Page	Date	Section	Part	Page	Date
Section 4	Part B, Subpart 4	3	May 2012	Section 4	Part G, Subpart 3	2	15 September 2014
Section 4	Part B, Subpart 4	4	May 2012	Section 4	Part G, Subpart 3	3	8 April 2015
Section 4	Part C, Subpart 1	1	15 September 2014	Section 4	Part H, Subpart 1	1	May 2012
Section 4	Part C, Subpart 1	2	8 April 2015	Section 4	Part H, Subpart 1	2	15 September 2014
Section 4	Part C, Subpart 1	3	15 September 2014	Section 4	Part H, Subpart 1	3	15 September 2014
Section 4	Part C, Subpart 1	4	15 September 2014	Section 4	Part H, Subpart 1	4	15 September 2014
Section 4	Part C, Subpart 2	1	15 September 2014	Section 4	Part H, Subpart 1	5	8 April 2015
Section 4	Part C, Subpart 2	2	May 2012	Section 4	Part H, Subpart 1	6	15 September 2014
Section 4	Part C, Subpart 2	3	15 September 2014	Section 4	Part H, Subpart 1	7	8 April 2015
Section 4	Part C, Subpart 2	4	15 September 2014	Section 4	Part H, Subpart 1	8	15 September 2014
Section 4	Part C, Subpart 3	1	15 September 2014	Section 4	Part H, Subpart 1	9	15 September 2014
Section 4	Part C, Subpart 3	2	May 2012	Section 4	Part H, Subpart 1	10	15 September 2014
Section 4	Part C, Subpart 3	3	15 September 2014	Section 4	Part H, Subpart 1	11	8 April 2015
Section 4	Part C, Subpart 4	1	15 September 2014	Section 4	Part H, Subpart 1	12	8 April 2015
Section 4	Part C, Subpart 4	2	May 2012	Section 4	Part H, Subpart 1	13	27 July 2012
Section 4	Part C, Subpart 4	3	May 2012	Section 4	Part H, Subpart 1	14	8 April 2015
Section 4	Part C, Subpart 4	4	15 September 2014	Section 4	Part H, Subpart 1	15	8 April 2015
Section 4	Part C Subpart 5	1	15 September 2014	Section 4	Part H, Subpart 1	16	8 April 2015
Section 4	Part C Subpart 5	2	May 2012	Section 4	Part H, Subpart 2	1	May 2012
Section 4	Part C Subpart 5	3	May 2012	Section 4	Part H, Subpart 2	2	May 2012
Section 4	Part C Subpart 5	4	8 April 2015	Section 4	Part H, Subpart 2	3	May 2012
Section 4	Part C Subpart 5	5	8 April 2015	Section 4	Part H, Subpart 2	4	May 2012
Section 4	Part D, Subpart 1	1	May 2012	Section 4	Part H, Subpart 2	5	15 September 2014
Section 4	Part D, Subpart 1	2	8 April 2015	Section 4	Part H, Subpart 2	6	8 April 2015
Section 4	Part D, Subpart 1	3	May 2012	Section 4	Part H, Subpart 3	1	May 2012
Section 4	Part D, Subpart 2	1	May 2012	Section 4	Part H, Subpart 3	2	May 2012
Section 4	Part D, Subpart 2	2	May 2012	Section 4	Part H, Subpart 3	3	May 2012
Section 4	Part D, Subpart 3	1	May 2012	Section 4	Part H, Subpart 3	4	15 September 2014
Section 4	Part D, Subpart 3	2	May 2012	Section 4	Part H, Subpart 4	1	27 July 2012
Section 4	Part E	1	May 2012	Section 4	Part H, Subpart 4	2	27 July 2012
Section 4	Part E	2	8 April 2015	Section 4	Part H, Subpart 4	3	15 September 2014
Section 4	Part F, Subpart 1	1	May 2012	Section 4	Part H, Subpart 4	4	May 2012
Section 4	Part F, Subpart 1	2	15 September 2014	Section 4	Part I	1	15 September 2014
Section 4	Part F, Subpart 1	3	May 2012	Section 4	Part I	2	15 September 2014
Section 4	Part F, Subpart 2	1	May 2012	Section 4	Part I	3	May 2012
Section 4	Part F, Subpart 2	2	May 2012	Section 4	Part I	4	May 2012
Section 4	Part F, Subpart 2	3	May 2012	Section 4	Part I	5	15 September 2014
Section 4	Part G, Subpart 1	1	May 2012	Section 4	Part I	6	8 April 2015
Section 4	Part G, Subpart 1	2	15 September 2014	Section 4	Part I	7	15 September 2014
Section 4	Part G, Subpart 1	3	15 September 2014	Section 4	Part I	8	8 April 2015
Section 4	Part G, Subpart 1	4	15 September 2014	Section 4	Part J, Subpart 0	1	May 2012
Section 4	Part G, Subpart 1	5	15 September 2014	Section 4	Part J, Subpart 0	2	8 April 2015
Section 4	Part G, Subpart 2	1	May 2012	Section 4	Part J, Subpart 0	3	May 2012
Section 4	Part G, Subpart 2	2	15 September 2014	Section 4	Part J, Subpart 0	4	May 2012
Section 4	Part G, Subpart 2	3	15 September 2014	Section 4	Part J, Subpart 1	1	15 September 2014
Section 4	Part G, Subpart 2	4	15 September 2014	Section 4	Part J, Subpart 1	2	15 September 2014
Section 4	Part G, Subpart 2	5	15 September 2014	Section 4	Part J, Subpart 1	3	15 September 2014
Section 4	Part G, Subpart 3	1	May 2012	Section 4	Part J, Subpart 1	4	15 September 2014

Section	Part	Page	Date	Section	Part	Page	Date
Section 4	Part J, Subpart 1	5	15 September 2014	Section 4	Part J, Subpart 9	3	15 September 2014
Section 4	Part J, Subpart 1	6	8 April 2015	Section 4	Part K, Subpart 0	1	May 2012
Section 4	Part J, Subpart 2	1	15 September 2014	Section 4	Part K, Subpart 0	2	8 April 2015
Section 4	Part J, Subpart 2	2	8 April 2015	Section 4	Part K, Subpart 0	3	15 September 2014
Section 4	Part J, Subpart 2	3	8 April 2015	Section 4	Part K, Subpart 0	4	May 2012
Section 4	Part J, Subpart 2	4	May 2012	Section 4	Part K, Subpart 0	5	15 September 2014
Section 4	Part J, Subpart 2	5	May 2012	Section 4	Part K, Subpart 0	6	8 April 2015
Section 4	Part J, Subpart 2	6	8 April 2015	Section 4	Part K, Subpart 0	7	15 September 2014
Section 4	Part J, Subpart 2	7	8 April 2015	Section 4	Part K, Subpart 0	8	15 September 2014
Section 4	Part J, Subpart 2	8	8 April 2015	Section 4	Part K, Subpart 1	1	15 September 2014
Section 4	Part J, Subpart 2	9	8 April 2015	Section 4	Part K, Subpart 1	2	15 September 2014
Section 4	Part J, Subpart 2	10	8 April 2015	Section 4	Part K, Subpart 1	3	15 September 2014
Section 4	Part J, Subpart 2	11	8 April 2015	Section 4	Part K, Subpart 1	4	15 September 2014
Section 4	Part J, Subpart 2	12	8 April 2015	Section 4	Part K, Subpart 2	1	15 September 2014
Section 4	Part J, Subpart 2	13	8 April 2015	Section 4	Part K, Subpart 2	2	May 2012
Section 4	Part J, Subpart 2	14	8 April 2015	Section 4	Part K, Subpart 2	3	15 September 2014
Section 4	Part J, Subpart 2	15	8 April 2015	Section 4	Part K, Subpart 3	1	8 April 2015
Section 4	Part J, Subpart 2	16	8 April 2015	Section 4	Part K, Subpart 3	2	May 2012
Section 4	Part J, Subpart 2	17	8 April 2015	Section 4	Part K, Subpart 4	1	15 September 2014
Section 4	Part J, Subpart 2	18	8 April 2015	Section 4	Part K, Subpart 4	2	May 2012
Section 4	Part J, Subpart 3	1	8 April 2015	Section 4	Part K, Subpart 5	1	15 October 2013
Section 4	Part J, Subpart 3	2	15 September 2014	Section 4	Part K, Subpart 5	2	15 October 2013
Section 4	Part J, Subpart 3	3	8 April 2015	Section 4	Part K, Subpart 5	3	15 October 2013
Section 4	Part J, Subpart 3	4	8 April 2015	Section 4	Part K, Subpart 5	4	15 October 2013
Section 4	Part J, Subpart 4	1	15 September 2014	Section 4	Part K, Subpart 6	1	May 2012
Section 4	Part J, Subpart 4	2	15 September 2014	Section 4	Part K, Subpart 6	2	May 2012
Section 4	Part J, Subpart 4	3	15 October 2013	Section 4	Part K, Subpart 6	3	May 2012
Section 4	Part J, Subpart 5	1	15 September 2014	Section 4	Part L	1	8 April 2015
Section 4	Part J, Subpart 5	2	15 October 2013	Section 4	Part L	2	15 September 2014
Section 4	Part J, Subpart 5	3	15 October 2013	Section 4	Part L	3	May 2012
Section 4	Part J, Subpart 5	4	15 September 2014	Section 4	Part L	4	May 2012
Section 4	Part J, Subpart 5	5	15 September 2014	Section 4	Part L	5	15 September 2014
Section 4	Part J, Subpart 5	6	15 October 2013	Section 4	Part L	6	May 2012
Section 4	Part J, Appendix 1	1	15 October 2013	Section 4	Part L	7	May 2012
Section 4	Part J, Appendix 1	2	15 October 2013	Section 4	Part L	8	May 2012
Section 4	Part J, Appendix 1	3	15 October 2013	Section 4	Part L	9	May 2012
Section 4	Part J, Appendix 1	4	15 October 2013	Section 4	Part L	10	15 September 2014
Section 4	Part J, Subpart 6	1	May 2012	Section 4	Part L	11	15 September 2014
Section 4	Part J, Subpart 6	2	15 September 2014	Section 4	Part L	12	27 July 2012
Section 4	Part J, Subpart 6	3	May 2012	Section 4	Part L	13	27 July 2012
Section 4	Part J, Subpart 7	1	May 2012	Section 4	Part L	14	May 2012
Section 4	Part J, Subpart 7	2	May 2012	Section 4	Part L	15	27 July 2012
Section 4	Part J, Subpart 7	3	May 2012	Section 4	Part L	16	May 2012
Section 4	Part J, Subpart 7	4	May 2012	Section 4	Part L	17	15 September 2014
Section 4	Part J, Subpart 8	1	May 2012	Section 4	Part L	18	May 2012
Section 4	Part J, Subpart 8	2	15 September 2014	Section 4	Part L	19	27 July 2012
Section 4	Part J, Subpart 9	1	May 2012	Section 4	Part L	20	May 2012
Section 4	Part J, Subpart 9	2	May 2012	Section 4	Part L	21	May 2012



Section	Part	Page	Date	Section	Part	Page	Date
Section 4	Part L	22	May 2012	Section 4	Part L	70	30 January 2013
Section 4	Part L	23	May 2012	Section 4	Part L	71	15 September 2014
Section 4	Part L	24	May 2012	Section 4	Part L	72	15 September 2014
Section 4	Part L	25	8 April 2015	Section 4	Part L	73	15 September 2014
Section 4	Part L	26	8 April 2015	Section 4	Part L	74	15 September 2014
Section 4	Part L	27	May 2012	Section 4	Part L	75	30 January 2013
Section 4	Part L	28	May 2012	Section 4	Part L	76	30 January 2013
Section 4	Part L	29	May 2012	Section 4	Part L	77	30 January 2013
Section 4	Part L	30	May 2012	Section 4	Part L	78	30 January 2013
Section 4	Part L	31	15 September 2014	Section 4	Part L	79	15 September 2014
Section 4	Part L	32	May 2012	Section 4	Part L	80	30 January 2013
Section 4	Part L	33	15 September 2014	Section 4	Part L	81	30 January 2013
Section 4	Part L	34	15 September 2014	Section 4	Part L	82	30 January 2013
Section 4	Part L	35	15 September 2014	Section 4	Part L	83	30 January 2013
Section 4	Part L	36	8 April 2015	Section 4	Part L	84	30 January 2013
Section 4	Part L	37	8 April 2015	Section 4	Part L	85	30 January 2013
Section 4	Part L	38	15 September 2014	Section 4	Part L	86	30 January 2013
Section 4	Part L	39	May 2012	Section 4	Part L	87	30 January 2013
Section 4	Part L	40	15 September 2014	Section 4	Part L	88	15 September 2014
Section 4	Part L	41	May 2012	Section 4	Part L	89	30 January 2013
Section 4	Part L	42	May 2012	Section 4	Part L	90	30 January 2013
Section 4	Part L	43	May 2012	Section 4	Part L	91	30 January 2013
Section 4	Part L	44	May 2012	Section 4	Part L	92	30 January 2013
Section 4	Part L	45	May 2012	Section 4	Part L	93	30 January 2013
Section 4	Part L	46	May 2012	Section 4	Part L	94	30 January 2013
Section 4	Part L	47	30 January 2013	Section 4	Part L	95	30 January 2013
Section 4	Part L	48	May 2012	Section 4	Part M	1	May 2012
Section 4	Part L	49	May 2012	Section 4	Part M	2	15 September 2014
Section 4	Part L	50	8 April 2015	Section 4	Part M	3	May 2012
Section 4	Part L	51	30 January 2013	Section 4	Part M	4	8 April 2015
Section 4	Part L	52	30 January 2013	Section 4	Part M	5	8 April 2015
Section 4	Part L	53	30 January 2013	Section 4	Part N	1	27 July 2012
Section 4	Part L	54	30 January 2013	Section 4	Part N	2	27 July 2012
Section 4	Part L	55	30 January 2013	Section 4	Part N	3	27 July 2012
Section 4	Part L	56	30 January 2013	Section 4	Part N	4	27 July 2012
Section 4	Part L	57	30 January 2013	Section 4	Part N	5	27 July 2012
Section 4	Part L	58	8 April 2015	Section 4	Part N	6	27 July 2012
Section 4	Part L	59	8 April 2015	Section 4	Part N	7	27 July 2012
Section 4	Part L	60	30 January 2013	Section 4	Part N	8	27 July 2012
Section 4	Part L	61	30 January 2013	Section 4	Part N	9	27 July 2012
Section 4	Part L	62	30 January 2013	Section 4	Part N	10	27 July 2012
Section 4	Part L	63	30 January 2013	Section 4	Part N	11	15 October 2013
Section 4	Part L	64	30 January 2013	Section 4	Part N	12	15 October 2013
Section 4	Part L	65	30 January 2013	Section 4	Part N	13	27 July 2012
Section 4	Part L	66	30 January 2013	Section 4	Part N	14	15 October 2013
Section 4	Part L	67	30 January 2013	Section 4	Part N	15	May 2012
Section 4	Part L	68	30 January 2013	Section 4	Part O	1	30 January 2013
Section 4	Part L	69	30 January 2013	Section 4	Part O	2	8 April 2015

Section	Part	Page	Date	Section	Part	Page	Date
Section 4	Part O	3	30 January 2013	Section 4	Part P	28	8 April 2015
Section 4	Part O	4	15 October 2013	Section 4	Part P	29	8 April 2015
Section 4	Part O	5	15 October 2013	Section 4	Part P	30	8 April 2015
Section 4	Part O	6	15 October 2013	Section 4	Part P	31	8 April 2015
Section 4	Part O	7	30 January 2013	Section 4	Part P	32	8 April 2015
Section 4	Part O	8	15 October 2013	Section 4	Part P	33	8 April 2015
Section 4	Part O	9	15 October 2013	Section 4	Part P	34	8 April 2015
Section 4	Part O	10	15 September 2014	Section 4	Part P	35	8 April 2015
Section 4	Part O	11	15 September 2014	Section 4	Part P	36	8 April 2015
Section 4	Part O	12	15 September 2014	Section 4	Part P	37	8 April 2015
Section 4	Part O	13	15 September 2014	Section 4	Part P	38	8 April 2015
Section 4	Part O	14	15 September 2014	Section 4	Part P	39	8 April 2015
Section 4	Part O	15	15 October 2013	Section 4	Part P	40	8 April 2015
Section 4	Part O	16	15 September 2014	Section 4	Part P	41	8 April 2015
Section 4	Part O	17	15 September 2014	Section 4	Part P	42	8 April 2015
Section 4	Part O	18	15 September 2014	Section 4	Part P	43	8 April 2015
Section 4	Part O	19	15 September 2014	Section 4	Part P	44	8 April 2015
Section 4	Part O	20	15 September 2014	Section 4	Part P	45	8 April 2015
Section 4	Part O	21	30 January 2013	Section 4	Part P	46	8 April 2015
Section 4	Part O	22	30 January 2013	Section 4	Part P	47	8 April 2015
Section 4	Part O	23	30 January 2013	Section 4	Part P	48	8 April 2015
Section 4	Part P	1	27 July 2012	Section 4	Part P	49	8 April 2015
Section 4	Part P	2	8 April 2015	Section 4	Part P	50	8 April 2015
Section 4	Part P	3	15 September 2014	Section 4	Part P	51	8 April 2015
Section 4	Part P	4	8 April 2015	Section 4	Part P	52	8 April 2015
Section 4	Part P	5	15 September 2014	Section 4	Part P	53	8 April 2015
Section 4	Part P	6	15 September 2014	Section 4	Part P	54	8 April 2015
Section 4	Part P	7	15 September 2014	Section 4	Part P	55	8 April 2015
Section 4	Part P	8	15 September 2014	Section 4	Part Q, Subpart 1	1	8 April 2015
Section 4	Part P	9	15 September 2014	Section 4	Part Q, Subpart 1	2	8 April 2015
Section 4	Part P	10	15 September 2014	Section 4	Part Q, Subpart 1	3	15 September 2014
Section 4	Part P	11	27 July 2012	Section 4	Part Q, Subpart 1	4	8 April 2015
Section 4	Part P	12	8 April 2015	Section 4	Part Q, Subpart 1	5	8 April 2015
Section 4	Part P	13	8 April 2015	Section 4	Part Q, Subpart 1	6	8 April 2015
Section 4	Part P	14	8 April 2015	Section 4	Part Q, Subpart 2	1	8 April 2015
Section 4	Part P	15	8 April 2015	Section 4	Part Q, Subpart 2	2	15 September 2014
Section 4	Part P	16	8 April 2015	Section 4	Part Q, Subpart 2	3	15 September 2014
Section 4	Part P	17	8 April 2015	Section 4	Part Q, Subpart 2	4	8 April 2015
Section 4	Part P	18	8 April 2015	Section 4	Part Q, Subpart 2	5	8 April 2015
Section 4	Part P	19	8 April 2015	Section 4	Part R	1	8 April 2015
Section 4	Part P	20	8 April 2015	Section 4	Part R	2	May 2012
Section 4	Part P	21	8 April 2015	Section 4	Part R	3	May 2012
Section 4	Part P	22	8 April 2015	Section 4	Part R	4	May 2012
Section 4	Part P	23	8 April 2015	Section 4	Part R	5	May 2012
Section 4	Part P	24	8 April 2015	Section 4	Part R	6	May 2012
Section 4	Part P	25	8 April 2015	Section 4	Part S	1	30 January 2013
Section 4	Part P	26	8 April 2015	Section 4	Part S	2	30 January 2013
Section 4	Part P	27	8 April 2015	Section 4	Part S	3	30 January 2013

Section	Part	Page	Date	Section	Part	Page	Date
Section 4	Part S	4	30 January 2013	Section 5	Part C, Subpart 5	1	May 2012
Section 4	Part S	5	30 January 2013	Section 5	Part C, Subpart 6	1	May 2012
Section 4	Part S	6	30 January 2013	Section 5	Part D, Subpart 1	1	8 April 2015
Section 4	Part S	7	30 January 2013	Section 5	Part D, Subpart 2	1	8 April 2015
Section 4	Part S	8	30 January 2013	Section 5	Part E	1	15 September 2014
Section 4	Part S	9	30 January 2013	Section 5	Part E	2	8 April 2015
Section 4	Part S	10	30 January 2013	Section 5	Part E	3	15 September 2014
Section 4	Part S	11	30 January 2013	Section 5	Part E	4	15 September 2014
Section 5	Part A, Subpart 1	1	8 April 2015	Section 5	Part E	5	15 September 2014
Section 5	Part A, Subpart 1	2	8 April 2015	Section 5	Part E	6	8 April 2015
Section 5	Part A, Subpart 1	3	30 January 2013	Section 5	Part E	7	8 April 2015
Section 5	Part A, Subpart 1	4	April 2012	Section 5	Part F, Subpart 1	1	May 2012
Section 5	Part A, Subpart 2	1	27 July 2012	Section 5	Part F, Subpart 2	1	May 2012
Section 5	Part A, Subpart 2	2	May 2012	Section 5	Part F, Subpart 3	1	May 2012
Section 5	Part A, Subpart 2	3	27 July 2012	Section 5	Part G	1	May 2012
Section 5	Part A, Subpart 2	4	27 July 2012	Section 5	Part H, Subpart 1	1	May 2012
Section 5	Part A, Subpart 2	5	27 July 2012	Section 5	Part H, Subpart 2	1	May 2012
Section 5	Part A, Subpart 2	6	27 July 2012	Section 5	Part H, Subpart 2	2	8 April 2015
Section 5	Part A, Subpart 2	7	8 April 2015	Section 5	Part H, Subpart 2	3	8 April 2015
Section 5	Part A, Subpart 2	8	8 April 2015	Section 5	Part H, Subpart 2	4	27 July 2012
Section 5	Part A, Subpart 3	1	May 2012	Section 5	Part H, Subpart 2	5	27 July 2012
Section 5	Part B, Subpart 1	1	8 April 2015	Section 5	Part H, Subpart 2	6	27 July 2012
Section 5	Part B, Subpart 2	1	8 April 2015	Section 5	Part H, Subpart 3	1	27 July 2012
Section 5	Part B, Subpart 2	2	May 2012	Section 5	Part H, Subpart 3	2	27 July 2012
Section 5	Part B, Subpart 2	3	May 2012	Section 5	Part H, Subpart 3	3	27 July 2012
Section 5	Part B, Subpart 2	4	May 2012	Section 5	Part H, Subpart 3	4	27 July 2012
Section 5	Part B, Subpart 2	5	May 2012	Section 5	Part I	1	May 2012
Section 5	Part B, Subpart 2	6	May 2012	Section 5	Part J	1	May 2012
Section 5	Part B, Subpart 3	1	27 July 2012	Section 5	Part J	2	May 2012
Section 5	Part B, Subpart 3	2	27 July 2012	Section 5	Part J	3	15 September 2014
Section 5	Part B, Subpart 3	3	27 July 2012	Section 5	Part J	4	May 2012
Section 5	Part B, Subpart 3	4	27 July 2012	Section 6	Part A	1	17 September 2012
Section 5	Part B, Subpart 3	5	27 July 2012	Section 6	Part A	2	15 October 2013
Section 5	Part B, Subpart 3	6	27 July 2012	Section 6	Part A	3	15 October 2013
Section 5	Part B, Subpart 3	7	27 July 2012	Section 6	Part A	4	27 July 2012
Section 5	Part B, Subpart 3	8	27 July 2012	Section 7	Part A	1	8 April 2015
Section 5	Part B, Subpart 3	9	27 July 2012	Section 7	Part A	2	8 April 2015
Section 5	Part B, Subpart 3	10	27 July 2012	Section 7	Part A	3	May 2012
Section 5	Part B, Subpart 3	11	27 July 2012	Section 7	Part A	4	15 September 2014
Section 5	Part B, Subpart 4	1	8 April 2015	Section 7	Part A	5	15 September 2014
Section 5	Part B, Subpart 5	1	May 2012	Section 7	Part A	6	May 2012
Section 5	Part C, Subpart 1	1	8 April 2015	Section 7	Part A	7	8 April 2015
Section 5	Part C, Subpart 2	1	8 April 2015	Section 7	Part A	8	8 April 2015
Section 5	Part C, Subpart 2	2	May 2012	Section 7	Part A	9	May 2012
Section 5	Part C, Subpart 2	3	May 2012	Section 7	Part A	10	May 2012
Section 5	Part C, Subpart 2	4	May 2012	Section 7	Part A	11	8 April 2015
Section 5	Part C, Subpart 3	1	May 2012	Section 7	Part A	12	8 April 2015
Section 5	Part C, Subpart 4	1	8 April 2015	Section 7	Part A	13	8 April 2015

Section	Part	Page	Date	Section	Part	Page	Date
Section 7	Part B	1	May 2012				
Section 7	Part B	2	May 2012				
Section 7	Part B	3	May 2012				
Section 7	Part B	4	May 2012				
Section 7	Part B	5	May 2012				
Section 7	Part B	6	May 2012				
Section 7	Part B	7	May 2012				
Section 7	Part B	8	May 2012				
Section 7	Part B	9	May 2012				
Section 7	Part B	10	May 2012				
Section 7	Part B	11	May 2012				
Section 7	Part B	12	May 2012				
Section 7	Part B	13	May 2012				
Section 7	Part B	14	May 2012				
Section 7	Part B	15	May 2012				
Section 7	Part B	16	May 2012				
Section 7	Part B	17	May 2012				
Section 7	Part B	18	May 2012				
Section 7	Part B	19	May 2012				
Section 7	Part B	20	May 2012				
Section 7	Part B	21	May 2012				
Section 7	Part B	22	May 2012				
Section 7	Part B	23	May 2012				
Section 7	Part B	24	May 2012				
Section 7	Part B	25	May 2012				
Section 8		1	May 2012				
Section 8		2	May 2012				
Section 8		3	May 2012				
Section 9	Part A	1	May 2012				
Section 9	Part A	2	May 2012				
Section 9	Part B	1	May 2012				

## List of Effective Pages – Part II

Section	Part	Page	Date	Section	Part	Page	Date
Contents		1	27 July 2012	Section 5	Part A Subpart 1	46	May 2012
Section 5	Part A Subpart 1	1	May 2012	Section 5	Part A Subpart 1	47	May 2012
Section 5	Part A Subpart 1	2	May 2012	Section 5	Part A Subpart 1	48	May 2012
Section 5	Part A Subpart 1	3	27 July 2012	Section 5	Part A Subpart 1	49	May 2012
Section 5	Part A Subpart 1	4	27 July 2012	Section 5	Part A Subpart 1	50	May 2012
Section 5	Part A Subpart 1	5	8 April 2015	Section 5	Part A Subpart 1	51	May 2012
Section 5	Part A Subpart 1	6	May 2012	Section 5	Part A Subpart 1	52	May 2012
Section 5	Part A Subpart 1	7	May 2012	Section 5	Part A Subpart 1	53	May 2012
Section 5	Part A Subpart 1	8	May 2012	Section 5	Part A Subpart 1	54	May 2012
Section 5	Part A Subpart 1	9	May 2012	Section 5	Part A Subpart 1	55	May 2012
Section 5	Part A Subpart 1	10	May 2012	Section 5	Part A Subpart 1	56	May 2012
Section 5	Part A Subpart 1	11	May 2012	Section 5	Part A Subpart 1	57	May 2012
Section 5	Part A Subpart 1	12	May 2012	Section 5	Part A Subpart 1	58	May 2012
Section 5	Part A Subpart 1	13	May 2012	Section 5	Part A Subpart 1	59	May 2012
Section 5	Part A Subpart 1	14	May 2012	Section 5	Part A Subpart 1	60	May 2012
Section 5	Part A Subpart 1	15	May 2012	Section 5	Part A Subpart 2	1	27 July 2012
Section 5	Part A Subpart 1	16	May 2012	Section 5	Part A Subpart 2	2	27 July 2012
Section 5	Part A Subpart 1	17	May 2012	Section 5	Part A Subpart 2	3	27 July 2012
Section 5	Part A Subpart 1	18	May 2012	Section 5	Part A Subpart 2	4	27 July 2012
Section 5	Part A Subpart 1	19	May 2012	Section 5	Part A Subpart 2	5	27 July 2012
Section 5	Part A Subpart 1	20	May 2012	Section 5	Part A Subpart 2	6	27 July 2012
Section 5	Part A Subpart 1	21	May 2012	Section 5	Part A Subpart 2	7	27 July 2012
Section 5	Part A Subpart 1	22	May 2012	Section 5	Part A Subpart 2	8	27 July 2012
Section 5	Part A Subpart 1	23	May 2012	Section 5	Part A Subpart 2	9	27 July 2012
Section 5	Part A Subpart 1	24	May 2012	Section 5	Part A Subpart 2	10	27 July 2012
Section 5	Part A Subpart 1	25	May 2012	Section 5	Part A Subpart 2	11	27 July 2012
Section 5	Part A Subpart 1	26	May 2012	Section 5	Part A Subpart 2	12	27 July 2012
Section 5	Part A Subpart 1	27	May 2012	Section 5	Part A Subpart 2	13	27 July 2012
Section 5	Part A Subpart 1	28	May 2012	Section 5	Part A Subpart 2	14	27 July 2012
Section 5	Part A Subpart 1	29	May 2012	Section 5	Part A Subpart 2	15	27 July 2012
Section 5	Part A Subpart 1	30	May 2012	Section 5	Part A Subpart 2	16	27 July 2012
Section 5	Part A Subpart 1	31	May 2012	Section 5	Part A Subpart 2	17	27 July 2012
Section 5	Part A Subpart 1	32	May 2012	Section 5	Part A Subpart 2	18	27 July 2012
Section 5	Part A Subpart 1	33	May 2012	Section 5	Part A Subpart 2	19	27 July 2012
Section 5	Part A Subpart 1	34	May 2012	Section 5	Part A Subpart 2	20	27 July 2012
Section 5	Part A Subpart 1	35	May 2012	Section 5	Part A Subpart 2	21	27 July 2012
Section 5	Part A Subpart 1	36	May 2012	Section 5	Part A Subpart 2	22	27 July 2012
Section 5	Part A Subpart 1	37	May 2012	Section 5	Part A Subpart 2	23	27 July 2012
Section 5	Part A Subpart 1	38	May 2012	Section 5	Part A Subpart 2	24	27 July 2012
Section 5	Part A Subpart 1	39	May 2012	Section 5	Part A Subpart 2	25	27 July 2012
Section 5	Part A Subpart 1	40	May 2012	Section 5	Part A Subpart 2	26	27 July 2012
Section 5	Part A Subpart 1	41	May 2012	Section 5	Part A Subpart 2	27	27 July 2012
Section 5	Part A Subpart 1	42	May 2012	Section 5	Part A Subpart 2	28	27 July 2012
Section 5	Part A Subpart 1	43	May 2012	Section 5	Part A Subpart 2	29	27 July 2012
Section 5	Part A Subpart 1	44	May 2012	Section 5	Part A Subpart 2	30	27 July 2012
Section 5	Part A Subpart 1	45	May 2012	Section 5	Part A Subpart 2	31	27 July 2012

Section	Part	Page	Date	Section	Part	Page	Date
Section 5	Part A Subpart 2	32	27 July 2012	Section 5	Part C Subpart 2	15	May 2012
Section 5	Part A Subpart 2	33	27 July 2012	Section 5	Part C Subpart 2	16	May 2012
Section 5	Part A Subpart 2	34	27 July 2012	Section 5	Part C Subpart 2	17	May 2012
Section 5	Part A Subpart 2	35	27 July 2012	Section 5	Part C Subpart 2	18	May 2012
Section 5	Part A Appendix 1	1	30 January 2013	Section 5	Part C Subpart 3	1	May 2012
Section 5	Part A Appendix 1	2	May 2012	Section 5	Part C Subpart 4	1	May 2012
Section 5	Part A Appendix 1	3	May 2012	Section 5	Part C Subpart 5	1	May 2012
Section 5	Part A Appendix 1	4	15 September 2014	Section 5	Part C Subpart 6	1	May 2012
Section 5	Part A Appendix 1	5	30 January 2013	Section 5	Part D Subpart 1	1	May 2012
Section 5	Part A Appendix 1	6	15 September 2014	Section 5	Part D Subpart 2	1	May 2012
Section 5	Part A Appendix 1	7	May 2012	Section 5	Part E	1	May 2012
Section 5	Part A Appendix 1	8	May 2012	Section 5	Part E	2	May 2012
Section 5	Part A Appendix 1	9	15 September 2014	Section 5	Part E	3	May 2012
Section 5	Part A Appendix 1	10	15 September 2014	Section 5	Part E	4	May 2012
Section 5	Part A Appendix 1	11	30 January 2013	Section 5	Part E	5	15 September 2014
Section 5	Part A Appendix 1	12	15 September 2014				
Section 5	Part A Appendix 1	13	15 September 2014				
Section 5	Part A Appendix 1	14	May 2012				
Section 5	Part A Appendix 1	15	15 September 2014				
Section 5	Part A Appendix 1	16	30 January 2013				
Section 5	Part A Appendix 1	17	15 September 2014				
Section 5	Part A Appendix 1	18	15 September 2014				
Section 5	Part A Appendix 1	19	15 September 2014				
Section 5	Part A Appendix 1	20	May 2012				
Section 5	Part B Subpart 1	1	May 2012				
Section 5	Part B Subpart 2	1	May 2012				
Section 5	Part B Subpart 2	2	May 2012				
Section 5	Part B Subpart 2	3	May 2012				
Section 5	Part B Subpart 2	4	May 2012				
Section 5	Part B Subpart 2	5	May 2012				
Section 5	Part B Subpart 3	1	May 2012				
Section 5	Part B Subpart 4	1	May 2012				
Section 5	Part B Subpart 5	1	May 2012				
Section 5	Part C Subpart 1	1	May 2012				
Section 5	Part C Subpart 2	1	May 2012				
Section 5	Part C Subpart 2	2	May 2012				
Section 5	Part C Subpart 2	3	May 2012				
Section 5	Part C Subpart 2	4	May 2012				
Section 5	Part C Subpart 2	5	May 2012				
Section 5	Part C Subpart 2	6	May 2012				
Section 5	Part C Subpart 2	7	May 2012				
Section 5	Part C Subpart 2	8	May 2012				
Section 5	Part C Subpart 2	9	May 2012				
Section 5	Part C Subpart 2	10	May 2012				
Section 5	Part C Subpart 2	11	May 2012				
Section 5	Part C Subpart 2	12	May 2012				
Section 5	Part C Subpart 2	13	May 2012				
Section 5	Part C Subpart 2	14	May 2012				

# Contents

## Foreword

## Part I

### Section 1 General Information

**Part A Introduction**

**Part B Abbreviations and Definitions**

**Part C EASA and Non-EASA – Applicability of European and National Rules**

**Appendix 1 Categorisation of EASA and non-EASA aircraft**

**Appendix 2 Sample Part-FCL Licence**

**Part D Theoretical Knowledge Examinations**

**Appendix 1 Examination Briefing**

**Part E Personal Flying Logs and recording of Flight Time**

**Part F Skill Tests**

**Part G Safety Directives, Safety Notices and Information Notices and AICs**

**Part H Information for Air Operator Certificate holders**

### Section 2 Overview of Pilot Licences and Training

**Part A Introduction**

**Part B Flow Diagrams**

**Part C Transition to compliance with Regulation 1178/2011 – the EASA Aircrew Regulation**

### Section 3 Licensing Administration

### Section 4 EASA Licences – Guide to Part-FCL

**Part A General Requirements relating to all Part-FCL Licences**

**Part B EASA Light Aircraft Pilot Licences (LAPL) for Aeroplanes, Helicopters, Sailplanes and Balloons**

	<b>Subpart 1</b>	<b>EASA Light Aircraft Pilot Licence for Aeroplanes – LAPL(A)</b>
	<b>Subpart 2</b>	<b>EASA Light Aircraft Pilot Licence for Helicopters – LAPL(H)</b>
	<b>Subpart 3</b>	<b>EASA Light Aircraft Pilot Licence for Sailplanes – LAPL(S)</b>
	<b>Subpart 4</b>	<b>EASA Light Aircraft Pilot Licence for Balloons – LAPL(B)</b>
<b>Part C</b>		<b>EASA Private Pilot Licence (PPL), Sailplane Pilot Licence (SPL) and Balloon Pilot Licence (BPL)</b>
	<b>Subpart 1</b>	<b>EASA Private Pilot Licence for Aeroplanes – PPL(A)</b>
	<b>Subpart 2</b>	<b>EASA Private Pilot Licence for Helicopters – PPL(H)</b>
	<b>Subpart 3</b>	<b>EASA Private Pilot Licence for Airships – PPL(As)</b>
	<b>Subpart 4</b>	<b>EASA Sailplane Pilot Licence – SPL</b>
	<b>Subpart 5</b>	<b>EASA Balloon Pilot Licence – BPL</b>
<b>Part D</b>		<b>EASA Commercial Pilot Licence (CPL) for Aeroplanes, Helicopters and Airships</b>
	<b>Subpart 1</b>	<b>EASA Commercial Pilot Licence for Aeroplanes – CPL(A)</b>
	<b>Subpart 2</b>	<b>EASA Commercial Pilot Licence for Helicopter – CPL(H)</b>
	<b>Subpart 3</b>	<b>EASA Commercial Pilot Licence for Airships – CPL(As)</b>
<b>Part E</b>		<b>EASA Multi Crew Pilot Licence – MPL</b>
<b>Part F</b>		<b>Airline Transport Pilot Licence – ATPL</b>
	<b>Subpart 1</b>	<b>EASA Airline Transport Pilot Licence for Aeroplanes – ATPL(A)</b>
	<b>Subpart 2</b>	<b>EASA Airline Transport Pilot Licence for Helicopters – ATPL(H)</b>
<b>Part G</b>		<b>EASA Instrument Rating (IR)</b>
	<b>Subpart 1</b>	<b>EASA Instrument Rating for Aeroplanes – IR(A)</b>
	<b>Subpart 2</b>	<b>EASA Instrument Rating for Helicopters – IR(H)</b>
	<b>Subpart 3</b>	<b>EASA Instrument Rating for Airships – IR(As)</b>
<b>Part H</b>		<b>Class and Type Ratings</b>
	<b>Subpart 1</b>	<b>EASA – Class and Type Ratings for Aeroplanes</b>
	<b>Subpart 2</b>	<b>EASA – Type Ratings for Helicopters</b>
	<b>Subpart 3</b>	<b>EASA – Type Ratings for Powered-Lift Aircraft</b>
	<b>Subpart 4</b>	<b>EASA – Type Ratings for Airships</b>



<b>Part I</b>	<b>Additional Ratings</b>
<b>Part J</b>	<b>Instructors</b>
	Subpart 0 EASA Instructor Certificates
	Subpart 1 EASA Flight Instructor Certificate – FI for Aeroplanes, Helicopters, Airships, Balloons and Sailplanes
	Subpart 2 EASA Type Rating Instructor Certificate – TRI for Aeroplanes, Helicopters and Powered-Lift Aircraft
	Subpart 3 EASA Class Rating Instructor Certificate – CRI for Aeroplanes
	Subpart 4 EASA Instrument Rating Instructor Certificate – IRI
	Subpart 5 EASA Synthetic Flight Instructor Certificate – SFI
	Subpart 6 EASA Multi-Crew Co-operation Instructor – MCCI
	Subpart 7 EASA Synthetic Training Instructor – STI
	Subpart 8 EASA Mountain Rating Instructor – MI Aeroplanes
	Subpart 9 EASA Flight Test Instructor – FTI
<b>Part K</b>	<b>Examiners</b>
	Subpart 0 EASA Examiner Certificates
	Subpart 1 EASA Flight Examiners – FE
	Subpart 2 EASA Type Rating Examiners – TRE
	Subpart 3 EASA Class Rating Examiners – CRE – Aeroplanes
	Subpart 4 EASA Instrument Rating Examiners – IRE – Aeroplanes, Helicopters and Airships
	Subpart 5 EASA Synthetic Flight Examiner – SFE
	Subpart 6 Flight Instructor Examiner – FIE
<b>Part L</b>	<b>Appendices to Part-FCL</b>
<b>Part M</b>	<b>ICAO and EASA Language Proficiency Requirements for Flight Crew</b>
<b>Part N</b>	<b>Medical Certificates</b>
<b>Part O</b>	<b>Credits for Military Pilots</b>
<b>Part P</b>	<b>Licence Conversions – UK to Part-FCL</b>
<b>Part Q</b>	<b>Validation and Conversion of Non-EASA licences issued by States other than the UK</b>
	Subpart 1 Validation of Non-EASA licences issued by States other than the UK
	Subpart 2 Conversion of Non-EASA licences issued by States other than the UK

<b>Part R</b>	<b>Approved Training Organisations (ATOs)</b>
<b>Part S</b>	<b>Flight Crew Requirements for Air Operations</b>
<b>Section 5</b>	<b>UK National Licences</b>
<b>Part A</b>	<b>UK National Private Pilot Licences (NPPL) for Aeroplanes, Microlights, Self Launching Motor Gliders and Helicopters</b>
Subpart 1	UK National Private Pilot Licence for Aeroplanes – NPPL(A) (SSEA/SLMG)
Subpart 2	UK National Private Pilots Licence – NPPL(A) with a Microlight Aeroplane Class Rating
Subpart 3	UK National Private Pilot Licence for Helicopters – NPPL(H)
<b>Part B</b>	<b>UK Private Pilot Licences (PPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft</b>
Subpart 1	UK Private Pilot Licence for Aeroplanes – UK PPL(A)
Subpart 2	UK Private Pilot Licence for Balloons and Airships – UK PPL(BA)
Subpart 3	UK Private Pilot Licence for Gyroplanes – UK PPL(G)
Subpart 4	UK Private Pilot Licence for Helicopters – UK PPL(H)
Subpart 5	UK Private Pilot Licence for Unmanned Aircraft – UK PPL(UA)
<b>Part C</b>	<b>UK Commercial Pilot Licence (CPL) Aeroplanes, Balloons, Gyroplanes, Helicopters, Unmanned Aircraft and Airships</b>
Subpart 1	UK Commercial Pilot Licence for Aeroplanes – UK CPL(A)
Subpart 2	UK Commercial Pilot Licence for Balloons – UK CPL(B)
Subpart 3	UK Commercial Pilot Licence for Gyroplanes – UK CPL(G)
Subpart 4	UK Commercial Pilot Licence for Helicopters – UK CPL(H)
Subpart 5	UK Commercial Pilot Licence for Unmanned Aircraft – UK CPL (UA)
Subpart 6	UK Commercial Pilot Licence for Airships – UK CPL(As)
<b>Part D</b>	<b>UK Airline Transport Pilot Licence (ATPL) Aeroplanes</b>
Subpart 1	UK Airline Transport Pilot Licence for Aeroplanes – UK ATPL(A)
Subpart 2	UK Airline Transport Pilot Licence for Helicopters – UK ATPL(H)

<b>Part E</b>	<b>The UK Instrument Meteorological Conditions Rating for Aeroplanes – UK (IMC) (endorsed as IR(Restricted) on Part-FCL licences)</b>
<b>Part F</b>	<b>UK Class and Type Ratings</b>
	Subpart 1    Aeroplanes
	Subpart 2    Helicopters
	Subpart 3    Airships
<b>Part G</b>	<b>UK Licence – Additional Ratings</b>
<b>Part H</b>	<b>UK Instructor Ratings</b>
	Subpart 1    Aeroplanes and Helicopters
	Subpart 2    Microlights, SLMGs and Powered Parachutes
	Subpart 3    Gyroplanes
<b>Part I</b>	<b>UK Flight Examiners Ratings</b>
<b>Part J</b>	<b>Flight Engineers</b>
<b>Section 6</b>	<b>Radio Licences</b>
<b>Part A</b>	<b>Flight Radiotelephony Operator’s Licence (FRTOL)</b>
<b>Section 7</b>	<b>Legal Basis for Flight Crew Licensing</b>
<b>Part A</b>	<b>EU Legislation</b>
<b>Part B</b>	<b>National Legislation</b>
<b>Section 8</b>	<b>Licensing Action and Regulation Enforcement</b>
<b>Section 9</b>	<b>Exemptions</b>
<b>Part A</b>	<b>Exemptions to EASA Part-FCL or Part-ORA</b>
<b>Part B</b>	<b>Exemptions from the provisions of the Air Navigation Order</b>

## Part II

### Section 5 UK National Licences

#### Part A UK NPPL for Aeroplanes, Microlights, Self Launching Motor Gliders and Helicopters

- Subpart 1 Simple Single-engine Aeroplane (SSEA)/Self Launching Motor Gliders (SLMG)
- Subpart 2 UK National Pilot Licence for Microlights – UK NPPL(A) Microlight/Powered Parachute
- Subpart 3 Allowances Against Training for an NPPL(A)

#### Part B UK Private Pilot Licences (PPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft

- Subpart 1 UK PPL(A) – Aeroplanes
- Subpart 2 UK Private Pilot Licence for Balloons and Airships – UK PPL(BA)
- Subpart 3 UK PPL(G) – Gyroplanes
- Subpart 4 UK PPL(H) – Helicopters
- Subpart 5 UK PPL(Unmanned) – Unmanned Aircraft

#### Part C UK Commercial Pilot Licence (CPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft

- Subpart 1 UK CPL(A) – Aeroplanes
- Subpart 2 UK Commercial Pilot Licence for Balloons – UK CPL(B)
- Subpart 3 UK CPL(G) – Gyroplanes
- Subpart 4 UK CPL(H) – Helicopters
- Subpart 5 UK CPL(Unmanned) – Unmanned Aircraft
- Subpart 6 UK CPL(As) – Airships

#### Part D UK Airline Transport Pilot Licences (ATPL) for Aeroplanes and Helicopters

- Subpart 1 UK ATPL(A) – Aeroplanes
- Subpart 2 UK ATPL(H) – Helicopters

#### Part E The UK Instrument Meteorological Conditions Rating

# Foreword

## 1 Document Description

### 1.1 Document Purpose

- 1.1.1 The purpose of this CAP 804 is to notify the requirements, policy and guidance material that applies to Flight Crew Licences issued by the United Kingdom Civil Aviation Authority and to the training for those licences.
- 1.1.2 The requirements to be complied with for the grant and continued validity of Flight Crew Licences (and associated ratings and authorisations) issued under the UK Air Navigation Order are notified by means of this publication.
- 1.1.3 For completeness this CAP 804 also includes the rules set out in the European Aircrew Regulation pertaining to pilot licences that are issued by the CAA under European legislation.

### 1.2 Status

- 1.2.1 The text located within any section that is entitled “Requirements” sets out the requirements that, if satisfied, will enable the CAA to grant, revalidate or renew the relevant licence, rating, authorisation, approval or other certificate or qualification.
- 1.2.2 The ‘requirements’ reproduced from European Regulations are mandatory under those regulations as the Regulations are directly applicable in the UK.

The ‘requirements’ specified in CAP 804 for UK national licences and qualifications are:

- the evidence that must be supplied by the applicant;
- the assessments, examinations and tests that the applicant must pass; and
- the courses of training the applicant must undertake;

that the CAA requires pursuant to Article 64(2) of the Air Navigation Order.

### 1.3 Document Revisions

- 1.3.1 Each page of this CAP 804 is uniquely identified by page number, section, subpart and date, so that individual pages can be replaced as required to provide updated information. The status of any page may be verified using the “List of Effective Pages” at the front of the publication.
- 1.3.2 Individual sections of this publication are separately numbered to allow for the issue of amended and additional pages without the need to renumber and reissue the entire document.
- 1.3.3 When amended or new pages are first issued, changes to the text are indicated by the use of sideline revision marks.

### 1.4 Document Availability

- 1.4.1 CAP 804 is available from the Civil Aviation Authority website at: [www.caa.co.uk/cap804](http://www.caa.co.uk/cap804).  
Visitors to the website may view, download and reproduce this file for use by their company or organisation, or for their own personal use.
- 1.4.2 Printed copies of CAP 804 are available for purchase from the CAA’s sales agency for printed publications. Contact details are provided on the inside cover of this publication.

## 1.5 **Document Comments and Queries**

- 1.5.1 Any comments or queries regarding the contents of this document should be sent to [fclweb@caa.co.uk](mailto:fclweb@caa.co.uk).

# Section 1 General Information

## Part A Introduction

### 1 Introduction and Guide to Use

1.1 CAP 804 is compiled by CAA primarily as a reference document for training organisations, operators and for the associations involved in General Aviation activities in the UK. Pilots and those intending to become pilots may need to seek advice from an approved training organisation concerning the content of this CAP 804. Part I is arranged into nine sections:

Section 1	General Information
Section 2	Overview of Pilot Licences and Training
Section 3	Licensing Administration
Section 4	EASA Licences – Guide to Part-FCL
Section 5	UK National Licences
Section 6	Radio Licences
Section 7	Legal Basis for Flight Crew Licensing
Section 8	Licensing Action and Regulation Enforcement
Section 9	Exemptions

Part II contains supplementary information for Section 5.

1.2 The EASA Aircrew Regulation came into force on 8 April 2012. The requirements contained in the regulation replace JAR-FCL 1, 2 and 3 and certain National licensing requirements.

1.3 This CAP 804 is:

- a guide to the European flight crew licensing rules for those working in the pilot training industry;
- the means by which the CAA notifies its information, guidance and Alternative Means of Compliance with the European Rules; and
- the means by which the CAA notifies requirements and guidance material for National flight crew licences.

For convenience the requirements of Part-FCL have been reproduced for each kind of licence, rating etc. Some Part-FCL requirements make reference to more than one category of aircraft. For clarity, the Part-FCL text as included in this CAP 804 has been edited to remove references not relevant to the specific section, with some consequential minor wording changes. These deviations from the text of Part-FCL are indicated by underlining. In case of doubt, reference should be made to Annex I to Regulation 1178/2011 which may be found on the EASA website.

### 2 General Terminology for Licences

An EASA or Part-FCL licence means a licence marked “European Union” that has been issued by an EASA Member State in accordance with Part-FCL.

A JAR-FCL licence means a licence marked “Joint Aviation Authorities” except for licences that include the words “United Kingdom Registered Aircraft”. A UK issued JAR-FCL licence is a Part-FCL licence with effect from 8 April 2012.

The term “United Kingdom licence” as used by the CAA and in the Air Navigation Order means a licence issued by the CAA that is not an EASA Part-FCL licence and is not a National Private Pilot’s Licence (NPPL). When the European regulations are fully implemented on 8th April 2018, United Kingdom licences will no longer be valid for the piloting of EASA aircraft.

The UK National Private Pilots Licence (NPPL) is a licence issued by the CAA that is valid in UK airspace for the piloting of UK registered aircraft only. (The NPPL may only be used in another country with the permission of the relevant authorities of that country.) Depending upon the class ratings included in the NPPL it may be used to fly microlight aeroplanes, Self-Launching Motor Gliders (SLMGs), and/or Simple Single Engine Aeroplanes (SSEA). When the European regulations are fully implemented on 8th April 2018, NPPLs will no longer be valid for the piloting of EASA aircraft.

National licence – In European regulations and associated materials, a “National licence” is any licence issued under national law rather than European regulations. This means any licence that is not issued in accordance with Part-FCL is a National licence. Under the legislation, JAR-FCL licences issued by mutually recognised Member States and fully in accordance with JAR-FCL are deemed to be European Part-FCL licences.



## Part B Abbreviations and Definitions

### 1 Abbreviations

Abbreviation	Definition
A	Aeroplane
AAC	Army Air Corps
A/C	Aircraft
ADF	Automatic Direction Finding
AFI	Assistant Flying Instructor
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Services
AeMC	Aeromedical Centre
AMC	Acceptable Means of Compliance published by EASA
AME	Authorised Medical Examiner
AMS	Aeromedical Section
ANO	Air Navigation Order
AOC	Air Operator's Certificate
AOPA	Aircraft Owners and Pilots Association
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATP	Airline Transport Pilot
ATPL	Airline Transport Pilot Licence
BBAC	British Balloon and Airship Club
BCPL(A)	Basic Commercial Pilot's Licence (Aeroplanes)
BGA	British Gliding Association
BHGA	British Hang Gliding Association
BHPA PPG	British Hang Gliding and Para Gliding Association Powered Paraglider
BHPA SPHG	British Hang Gliding and Para Gliding Association Self propelled Hang Glider
BITD	Basic Instrument Training Device
BMAA	British Microlight Aircraft Association
BMAA FLM	British Microlight Aircraft Association Foot Launched Microlight
CAA	Civil Aviation Authority (United Kingdom)

CAP	Civil Aviation Publication
CCQ	Cross Crew Qualification
CFI	Chief Flying Instructor
CFS	Central Flying School (of the Royal Air Force)
CG	Centre of Gravity
CGI	Chief Ground Instructor
C of A	Certificate of Airworthiness
C of E	Certificate of Experience
C of R	Certificate of Revalidation
C of T	Certificate of Test
CP	Co-pilot
CPL	Commercial Pilot Licence
CQB	Central Question Bank
CR	Class Rating
CRE	Class Rating Examiner
CRI	Class Rating Instructor
CRM	Crew Resource Management
C to I	Competent to Instruct
DEFTS	Defence Elementary Flying Training School
DHFS	Defence Helicopter Flying School
DME	Distance Measuring Equipment
EASA	European Aviation Safety Agency
ECAC	European Civil Aviation Conference
ECG	Electrocardiograph
EEA	European Economic Area
EFIS	Electronic Flight Instrument System
EFT	Elementary Flying Training
EU	European Union
FADEC	Full Authority Digital Engine Control
FCL	Flight Crew Licensing
FE	Flight Examiner authorised to conduct tests and examinations and sign Certificates of Test and Revalidation in accordance with the privileges stated on the individual authorization
F/E	Flight Engineer
F/EL	Flight Engineer Licence
FI	Flight Instructor

FI(R)	Flight Instructor (Restricted)
FIC	Flight Instructor Course
FIE	Flight Instructor Examiner
FN	Flight Navigator
FNPT	Flight and Navigation Procedures Trainer
FRTOL	Flight Radiotelephony Operator's Licence
FSTD	Flight Simulation Training Device - a training device is which is a Full Flight Simulator (FFS), a Flight Training Device (FTD), a Flight Navigation Procedures Trainer (FNPT), or a Basic Instrument Training Device (BITD).
GST	General Skill Test (National Private Pilot's Licences)
H	Helicopter
HPA	High Performance Aeroplane
HT	Head of Training
ICAO	International Civil Aviation Organisation
IEM	Interpretative and Explanatory Material
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR(A)	Instrument Rating (Aeroplane)
IR(H)	Instrument Rating (Helicopter)
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
IR(R)	Instrument rating (Restricted) - the UK IMC Rating as it appears in a UK issued Part-FCL licence.
IRT(A)	Instrument Rating Test (Aeroplanes)
IRT(H)	Instrument Rating Test (Helicopters)
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
JAR-FCL	Joint Aviation Requirements – Flight Crew Licensing
JOC	Jet Orientation Course
LAPL	Light Aircraft Pilot Licence
LPC	Licensing Proficiency Check
LOFT	Line Orientated Flight Training
LST	Licensing Skill Test
MCC	Multi Crew Co-operation – the functioning of the flight crew as a team of cooperating members led by the pilot-in-command

MCCI	Multi Crew Co-operation Instructor
MCQ	Multiple Choice Questions
ME	Multi-engine
MEP	Multi-engine Piston
MET	Multi-engine turbo-prop
MGIR	Motor Glider Instructor Rating
MPA	Multi-pilot aeroplane
MPH	Multi-pilot helicopter
MPL	Multi-Crew Pilot Licence
MTWA	Maximum Total Weight Authorised
NAA	National Aviation Authority
NDB	Non-Directional Beacon
NFT	Navigation Flight Test (UK National Licences)
NM	Nautical Miles
NOTAM	Notice to Airmen
NPA	Notice of Proposed Amendment
NPLG	National Pilot Licensing Group (NPLG) Ltd
NPPL	National Private Pilot's Licence
OEB	Operational Evaluation Board (JAR-FCL)
OML	Operational Multi-Pilot Limitation
OPC	Operator Proficiency Check
OSD	Operational Suitability Data
OSL	Operational Safety Pilot Limitation
P1	Pilot-in-command
P2	Co-pilot
PF	Pilot Flying
PIC	Pilot-in-command
PICUS	Pilot-in-command, under supervision
PL	Personnel Licensing
PNF	Pilot not flying
PPL	Private Pilot Licence
P U/T	Pilot Under Training
QFI	Qualified Flying Instructor (Military)
QMP(A)	Qualified Military Pilot (Aeroplanes)
QMP(H)	Qualified Military Pilot (Helicopters)

RF	Registered Facility
R/T	Radiotelephony
RTF	Radiotelephony
SE	Single-engine
SEP	Single-Engine Piston
SET	Single-engine turbo-prop
SFE	Synthetic Flight Examiner
SFI	Synthetic Flight Instructor
SLMG	Self Launching Motor Glider
SPA	Single Pilot Aeroplane - an aeroplane certificated for operation by one pilot
SPH	Single-pilot helicopter - a helicopter certificated for operation by one pilot
SLPC	Single Lever Power Control
SSEA	Simple Single Engine Aeroplane
STD	Synthetic Training Device - a training device that is either a Flight Simulator (FS), a Flight Training Device (FTD), a Flight and Navigation Procedures Trainer (FNPT), or an Other Training Device (OTD)
STI	Synthetic Training Instructor
TMG	Touring Motor Glider
TR	Type Rating
TRE	Type Rating Examiner
TRE (A)	Type Rating Examiner (Aeroplane)
TRE (E)	Type Rating Examiner (Flight Engineer)
TRE (H)	Type Rating Examiner (Helicopter)
TRI	Type Rating Instructor
TRI (A)	Type Rating Instructor (Aeroplane)
TRI (E)	Type Rating Instructor (Flight Engineer)
TRI (H)	Type Rating Instructor (Helicopter)
TRTO	Type Rating Training Organisation
UAS	University Air Squadron
UKAIP	United Kingdom Aeronautical Information Publication
VDF	VHF Direction Finding
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VOR	VHF Omni Range

## 2 Definitions

Term	Definition
Aerobatic flight	Intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight or for instruction for licences or ratings other than the aerobatic rating.
Aeroplane	Engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.
Aeroplane required to be operated with a co-pilot	Type of aeroplane which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.
Aircraft	Any machine which 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	The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives
Airship	A power-driven lighter-than-air aircraft, with the exception of hot-air airships, which are included in the definition of balloon.
Balloon	Lighter-than-air aircraft which is not engine-driven and sustains flight through the use of either gas or an airborne heater. A hot-air airship, although engine-driven, is also considered a balloon
'Basic Instrument Training Device' (BITD)	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	Categorisation of aircraft according to specified basic characteristics, for example aeroplane, powered-lift, helicopter, airship, sailplane, free balloon.
Class of aeroplane	Categorisation of single-pilot aeroplanes not requiring a type rating.
Class of balloon	Categorisation of balloons taking into account the lifting means used to sustain flight.
Commercial air transport	The transport of passengers, cargo or mail for remuneration or hire.
Competency	Combination of skills, knowledge and attitude required to perform a task to the prescribed standard.
Competency element	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	A discrete function consisting of a number of competency elements
Co-pilot	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	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	A pilot who relieves the co-pilot of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations above FL 200.
Dual instruction time	Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.
Error	An action or inaction taken by the flight crew which leads to deviations from organisational or flight intentions or expectations.
Error management	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)	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	<p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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.</p>
Flight time under Instrument Flight Rules (IFR)	All flight time during which the aircraft is being operated under the Instrument Flight Rules.
Flight Training Device (FTD)	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)	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.
Group of balloons	<p>A categorisation of balloons, taking into account the size or capacity of the envelope.</p> <ul style="list-style-type: none"> <li>• Group A – Up to 3,400 cubic metres, (up to 120,069 cubic feet).</li> <li>• Group B – 3,401 to 6,000 cubic metres, (120,070 to 211,888 cubic feet).</li> <li>• Group C – 6,001 to 10,500 cubic metres, (211,889 to 370,804 cubic feet).</li> <li>• Group D – Above 10,500 cubic metres. (370,805 cubic feet and above).</li> </ul>
Helicopter	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	The time during which a pilot is controlling an aircraft in flight solely by reference to instruments.
Instrument ground time	The time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices (FSTD).
Instrument time	Instrument flight time or instrument ground time.
Multi-pilot operation:	<p>For aeroplanes, it means an operation requiring at least 2 pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes;</p> <p>For helicopters, it means an operation requiring at least 2 pilots using multi-crew cooperation on multi-pilot helicopters.</p>
Multi-crew cooperation	The functioning of the flight crew as a team of cooperating members led by the pilot-in-command.
Multi-pilot aircraft	<p>For aeroplanes, it means aeroplanes certificated for operation with a minimum crew of at least two pilots;</p> <p>For helicopters, airships and powered-lift aircraft, it means the type of aircraft which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate or equivalent document.</p>
Night	The period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority, as defined by the Member State.
Other training devices (OTD)	Training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.
Performance criteria	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)	The pilot designated as being in command and charged with the safe conduct of the flight.



Pilot-in-command under supervision (PICUS)	A co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.
Powered-lift aircraft	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	An aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane.
Private pilot	A pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given, with the exclusion of instruction or examination activities, as established in this Part.
Proficiency check	The demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.
Renewal (of a licence, rating or certificate)	The administrative action taken after a licence, rating or certificate has lapsed for the purpose of renewing the privileges of the licence, rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.
Revalidation (of a licence, rating or certificate)	The administrative action taken within the period of validity of a licence, rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.
Route sector	A flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.
Sailplane (or glider)	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.
Self Launching Motor Glider	An aircraft with the characteristics of a non-power-driven glider, which is fitted with one or more power units and which is designed or intended to take off under its own power. It differs from the TMG in that the propeller(s)/engine(s) may be retractable.
Self Sustaining Glider	An aircraft with the characteristics of a non-power-driven glider, which is fitted with one or more power units but which is NOT designed or intended to take off under its own power.
Simple Single Engine Aeroplane (SSEA)	For the purposes of the National Private Pilot's Licence a single engine piston aeroplane with a maximum take-off weight authorised not exceeding 2000kgs and which is not a microlight aeroplane or a self-launching motor glider.
Single-pilot aircraft	An aircraft certificated for operation by one pilot.
Skill test	The demonstration of skill for a licence or rating issue, including such oral examination as may be required.
Solo flight time	Flight time during which a student pilot is the sole occupant of an aircraft.
Student pilot-in-command (SPIC)	Means a student pilot acting as pilot-in-command on a flight with an instructor where the latter will only observe the student pilot and shall not influence or control the flight of the aircraft.
Threat	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	The process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.
Touring Motor Glider (TMG)	A specific class of powered sailplane having an integrally mounted, non-retractable engine and a non-retractable propeller, that is designed to be capable of taking off and climbing under its own power according to its flight manual.
Type of aircraft	A categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with Part-21, and which include all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.
Validity of Licences	<ol style="list-style-type: none"> <li>1. A person is the "holder of a licence" if a licence has been issued to them and it has not expired and has not been revoked; and in the case of a Part-FCL licence, the appropriate medical certificate is valid.</li> <li>2. In the case of a Flight Crew Licence, a person "has held" a licence if their licence has expired (calendar expiry) or it has been revoked. The person named on the licence "has held" a licence, but is no longer the holder of a licence.</li> <li>3. A "valid" licence. A licence is valid if it has been issued and: <ol style="list-style-type: none"> <li>(a) it has not expired (or is non-expiring); and</li> <li>(b) it has not been provisionally suspended, suspended or revoked; and</li> <li>(c) the holder has a current and valid medical certificate or medical declaration appropriate to the licence.</li> </ol> </li> <li>4. A "valid" rating or authorisation. A rating or authorisation is valid if it has been issued and: <ol style="list-style-type: none"> <li>(a) it has not expired (or is non-expiring) and any applicable recency requirements have been complied with; and</li> <li>(b) it has not been provisionally suspended, suspended or revoked; and</li> <li>(c) the associated licence (where applicable) is valid as above.</li> </ol> </li> <li>5. In the case of a Flight Crew Licence, an "Appropriate licence for a flight" is defined at Article 50B of the Air Navigation Order 2009 as a licence which entitles the holder to perform the functions being undertaken in relation to the aircraft concerned on the particular flight. This means that it must be a valid licence containing valid ratings and/or authorisations that provide the privileges that are required for the conduct of the flight. In the absence of a similar statement in the EASA Aircrew Regulation, the CAA takes the view that this definition applies to any flight in circumstances where a member of the flight crew must hold a Part-FCL licence.</li> </ol>

## Part C                      EASA and Non-EASA – Applicability of European and National Rules

### 1                      The Scope of the EU Regulations – EASA and Non-EASA Aircraft

- 1.1                      The European Aviation Safety Agency (EASA) came into being in September 2003 to administer the new European aviation regulations and rules, and in some circumstances to apply the regulations directly. EU legislation applies to most of the aircraft in Europe (and in some respects to those operating into Europe that are registered elsewhere).

The regulations apply to the aircraft, their pilots, operators, and those who design, manufacture and maintain them. There are specific exceptions set out in the legislation and aircraft excluded from EASA's remit remain under national regulations. The scope and exclusions were determined in 2002 following a review of the basis of airworthiness certification and responsibilities, but as the categorisations are enshrined in the "EASA Basic Regulation" (Regulation 216/2008) they apply to licensing and operations as well, except where specific provisions are made to the contrary in the EASA Basic Regulation; (see 1.3 below and Appendix 1 to this Part for more information).

- 1.2                      The EASA Aircrew Regulation (Regulations 1178/2011 as amended) defines dates after which licences issued under national rules will no longer be valid for flying aircraft that are within the scope of the EU regulations – "EASA aircraft". Any pilot who intends to fly an "EASA aircraft" registered in the EU after the applicable dates will have to hold an appropriate EASA licence (or a validation if he has a licence from a country that is not an EASA Member State). In some circumstances the licensing requirements will also apply to the pilots of EASA aircraft registered outside the EU; (see Section 4, Part Q).

- 1.3                      Under EU legislation all aircraft are "EASA aircraft" unless:

- a) they are aircraft that are "carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services" (i.e. "State Aircraft"); or
- b) they are within the categories set out in Annex II to European Regulation 216/2008 – ("Annex II aircraft").

The main categories set out in Annex II to the EASA Basic Regulation are:

- microlight aeroplanes;
- light gyroplanes;
- amateur built aircraft;
- ex-military aircraft;
- foot-launched aircraft;
- "vintage" aircraft that meet specific criteria for date of design and manufacture; and
- aircraft built or modified for scientific or novel purposes.

These exclusions are common to the airworthiness Implementing Rules, which have been in place for some years, thus the Annex II aircraft types registered in the UK were identified prior to 2005. For an individual aircraft registered in Europe the classification can be determined by reference to the Certificate of Airworthiness or

Permit to Fly for that aircraft. If that document is marked in the bottom left corner as EASA Form 20a or 20b (Permit to Fly) or EASA Form 24 or 25 (Certificate of Airworthiness), then the aircraft is an "EASA aircraft". The classification of aircraft by type as EASA and non-EASA aircraft is set out in Section 1, Part 2 of CAP 747 "Mandatory Requirements for Airworthiness", which may be found on the CAA website ([www.caa.co.uk/cap747](http://www.caa.co.uk/cap747)). The classification of an individual aircraft registered in the UK may be checked by viewing the data for the aircraft on the Aircraft Register, "G-INFO" via the CAA website. If the aircraft has a valid airworthiness certificate, G-INFO will show whether it is an EASA certificate or a national certificate.

A more succinct definition of an EASA aircraft is that it is an aircraft (other than a State Aircraft) of a type which, if registered in any EU Member State, would be required by EU regulations to have an EASA certificate of airworthiness, an EASA restricted certificate of airworthiness or an EASA permit to fly.

**NOTE:** In the context of EU rules the term "Airworthiness Certificate" includes Certificate of Airworthiness, Restricted Certificate of Airworthiness, and Permit to Fly.

It is important to understand that an aircraft that is an EASA type is still an EASA aircraft when registered outside the EU and as such may be subject to EU regulations when flying in Europe.

- 1.4 The following example illustrates the primary effect that the EU legislation has on pilots with UK non-JAR licences:

The Tigermoth, Luscombe 8, Piper J3 Cub, and Rutan Varieze are examples of aircraft that are within the categories of Annex II to Regulation 216/2008 and so are non-EASA aircraft. The Cessna 172 and the Piper PA28 are EASA aircraft. When compliance with the EU rules for licensing is mandatory the holder of a Single Engine Piston (SEP) class rating on a UK PPL (Aeroplane) that was issued under national rules (before the introduction of JAR-FCL) is still able to fly a Tigermoth, a Piper J3 Cub or other non-EASA SEP aeroplane, but that licence is not valid for the PA28, Cessna 172, or any other "EASA aircraft".

To fly an EASA aircraft, an EASA licence is required; any holder of a national licence who intends to fly EASA aircraft following any transition periods must obtain an EASA licence (based on credit for the national licence). It is important to understand that the EU legislation is directly applicable and overrides any existing national legislation, such that UK National licences are not valid for EASA aircraft regardless of the wording of the licence or of UK legislation such as the Air Navigation Order (ANO).

Pilots who only ever want to fly non-EASA aircraft (such as microlights, light gyroplanes and amateur-built aircraft) are able to continue to fly those aircraft with their national licences, and are unaffected by EU regulations in that respect; (except in some cases if the aircraft is being flown for commercial air transport, in which case an EASA licence may be required). See Appendix 1 to this Part for more information.

- 1.5 The CAA has amended the Air Navigation Order so that EASA aeroplane licences with the appropriate class ratings are valid for non-EASA aeroplanes within those classes; thereby avoiding the need for the holder of an EASA PPL(A) with SEP rating to also hold a national licence in order to fly an amateur-built aeroplane or a Tigermoth, for example. (Note that the Air Navigation Order cannot make a National licence valid for the piloting of an EASA aircraft).

- 1.6 A Part-FCL licence with single-engine piston aeroplane privileges is not deemed to be rendered valid for a Microlight aeroplane unless the holder of the licence has undergone differences training in accordance with the Air Navigation Order, Section 2 of Part B of Schedule 7, appropriate for a Microlight aeroplane class rating. Refer to Section 5, Part A, Subpart 2, paragraph 3.11-3.13.

- 1.7 An LAPL(A) does not have an SEP rating, but does have SEP privileges endorsed, therefore may be rendered valid for Microlight aeroplanes, subject to satisfying the above requirement.

## 2 The EASA Licensing System

- 2.1 The new requirements are brought into being under a new, directly applicable, European Implementing Rule – Regulation 1178/2011 as amended – known as the “EASA Aircrew Regulation”. This comprises of the Regulation itself and seven annexes. These are:

- Annex I – Part-FCL – Replacing JAR-FCL 1 and 2
- Annex II – Conversion of European non-JAR-FCL licences
- Annex III – Validation and Conversion of non-EU licences
- Annex IV – Part-MED – Replacing JAR-FCL 3
- Annex V – Part-CC – Requirements for Cabin Crew
- Annex VI – ARA – Authority Requirements Aircrew
- Annex VII – ORA – Organisation Requirements Aircrew

- 2.2 Part-FCL makes provision for the granting of licences, ratings and authorisations that are equivalent to those previously issued under JAR-FCL. The requirements are similar to, but not the same as, JAR-FCL. Part-FCL also makes provision for pilot licences for sailplanes, balloons and airships and for ratings for powered-lift aircraft. These Part-FCL licences are all compliant with Annex 1 to the International Convention on Civil Aviation (the ICAO or “Chicago” Convention) and so are recognised for international flight worldwide.

- 2.3 Part-FCL also provides for a Light Aircraft Pilot Licence (LAPL), which is not compliant with ICAO Annex 1. This is similar in concept to the UK NPPL(A). However, the LAPL is valid for flight throughout Europe using any aircraft registered in the EU that falls within the privileges of the licence. The LAPL is not limited to aeroplanes. It is possible to obtain LAPLs for aeroplanes, helicopters, balloons and sailplanes.

It is not necessary to hold a Class 1 or Class 2 medical certificate in order to fly using an LAPL; there is an LAPL Medical Certificate. The medical requirements (Class 1, Class 2, and LAPL) are enacted in the Part-MED Implementing Rules.

- 2.4 All Part-FCL licences, including LAPLs are non-expiring “lifetime” licences. The use of licence privileges is dependent upon the validity of the ratings included in the licence (or compliance with recency criteria in the case of LAPLs) and the validity of the associated medical certificate.

- 2.5 Under Part-FCL there are changes to the privileges of instructors for aeroplanes compared with JAR-FCL. Under JAR-FCL Type Rating Instructors (TRIs) and Type Rating Examiners (TREs) perform their respective roles in respect of Type ratings for helicopters and multi pilot aeroplanes. Class Rating Instructors (CRIs) and Class Rating Examiners (CREs) perform their roles for aeroplanes that are within Class Ratings, but also in respect of Type Ratings for single pilot aeroplanes. Under Part-FCL this latter aspect has changed: CRIs and CREs continue to deal with Class ratings and the Type Ratings for single pilot aeroplanes that are not classified as “Single Pilot High Performance Complex Aeroplanes” (SPHPCA). However, for SPHPCA Type ratings the instructing and examining is by TRIs and TREs, even though they are single pilot aeroplanes.

- 2.6 The Organisation Requirements Aircrew (Part-ORA) set out the requirements for training organisations and Aeromedical Centres. The significant change is that Part-FCL requires flying training, including for the PPL and LAPL private licences, to be carried out at Approved Training Organisations; the use of Registered Facilities for PPL and LAPL training will cease on 8 April 2018.
- 2.7 The Authority Requirements Aircrew (Part-ARA) set out the requirements and procedures to be complied with by the National Aviation Authorities, including the format of licences and the content and layout of application forms, approval certificates, etc.
- 2.8 For UK National licences the Air Navigation Order and the requirements notified by the CAA apply.

### 3 Licence Validity

#### 3.1 The validity of a European Licence – Part-FCL and Part-MED

All Part-FCL licences are non-expiring “lifetime” licences. Once issued the licence is held unless the holder no longer has a valid medical certificate, or the licence is provisionally suspended, suspended or revoked by the issuing authority or is surrendered by the holder. For the licence to be valid for any particular flight the medical certificate and relevant aircraft ratings must be valid.

#### 3.2 Dependency on Medical Certificates

Part-MED specifies that for a licence to be held the holder must also have a Medical Certificate appropriate to the licence. For each licence, Part-MED specifies the Medical Certificate that must be held for the licence to be held as follows:

##### **MED.A.30 Medical certificates**

- (a) A student pilot shall not fly solo unless that student pilot holds a medical certificate, as required for the relevant licence.
- (b) Applicants for and holders of a light aircraft pilot licence (LAPL) shall hold at least a LAPL medical certificate.
- (c) Applicants for and holders of a private pilot licence (PPL), a sailplane pilot licence (SPL), or a balloon pilot licence (BPL) shall hold at least a class 2 medical certificate.
- (d) Applicants for and holders of an SPL or a BPL involved in commercial sailplane or balloon flights shall hold at least a class 2 medical certificate.
- (e) If a night rating is added to a PPL or LAPL, the licence holder shall be colour safe.
- (f) Applicants for and holders of a commercial pilot licence (CPL), a multi-crew pilot licence (MPL), or an airline transport pilot licence (ATPL) shall hold a class 1 medical certificate.
- (g) If an instrument rating is added to a PPL, the licence holder shall undertake pure tone audiometry examinations in accordance with the periodicity and the standard required for class 1 medical certificate holders.
- (h) A licence holder shall not at any time hold more than one medical certificate issued in accordance with this Part.

### 3.3 **Dependency on ratings**

Part-FCL requires that for any flight (other than under the direction of an instructor or examiner) the pilot must have a valid licence that includes the necessary privileges. This means that the medical certificate must be valid and that the licence must show a valid rating for the Class or Type of aircraft to be flown. In the case of the Light Aircraft Pilot's Licence the Class or Type of aircraft must be shown on the licence and the recency requirements of Part-FCL.140.A or FCL.140.H as applicable, must be complied with. In all other cases the licence must contain a current Class or Type Rating appropriate to the aircraft at the time of the flight – meaning that the rating must not have expired. Whenever a new rating (or aircraft privilege in the case of a LAPL) is to be added, revalidated or renewed, the licence must be valid in all other respects. The appropriate medical certificate must be in force, including any specific requirements for the rating; (e.g. MED.A.030(g) applies additional medical requirements (regarding hearing ability) for the instrument rating for PPL holders).

### 3.4 **The validity of a UK Licence issued under the Air Navigation Order**

The requirements for a UK non-EASA licence to be valid are the same as set out above for EASA Part-FCL licences, except where a Medical Declaration is sufficient, i.e. PPL(Gyroplane), PPL(Balloons and Airships), and any licence containing only Microlight, SSEA or SLMG Ratings.

### 3.5 **Dependency on Language proficiency**

To comply with the EASA Aircrew Regulation, Part-FCL licences issued by the CAA that include a radio licence must show the level of language proficiency. Applicants for new or replacement licences, or for the conversion of national licences that include a radio licence, must supply evidence of language proficiency in English – (or have previously been accepted by the CAA as being at a level that has not expired on the date the new licence is issued). Refer to Section 4, Part M for full details.

## 4 **Consequential changes to the UK Licensing System**

4.1 There are significant differences between the transition to EASA rules and the previous transition to JAR-FCL that took place circa 2000. Foremost amongst these are:

- a) that the transition is compulsory for most licence holders because licences issued under national rules are not valid for EASA aircraft beyond the dates specified in Section 2, part B; and
- b) National ratings are not included in EASA licences.

Changes have been made to the privileges of licences as set out in the Air Navigation Order (ANO) to reflect a) above; however, this is only to improve clarity as in this context EU law takes precedence over national legislation. Item b) above necessitated changes to the national licensing system.

4.2 Consider the case of the holder of valid type ratings for the Robinson R22 and Westland Scout helicopters. Previously, both of these ratings could appear on a JAR licence or a pre-JAR UK licence. The R22 is an EASA aircraft. The Scout is an ex-military helicopter as set out in Annex II to the EASA Basic Regulation; as such it is a non-EASA aircraft and so is not included in an EASA licence. A pilot qualified to fly both types will therefore require an EASA licence for the R22 and a UK licence issued under the ANO for the Scout.

A similar situation arises for any pilot who is, or becomes, qualified to hold a type rating for a non-EASA aircraft, or any other national rating for which there is no EASA equivalent.

(Note that this problem does not arise with aeroplane class ratings, such as the SEP rating, which appear in both national and EU rules. This is because the ANO has been amended so that an EASA licence with SEP rating is valid for UK-registered non-EASA single engine piston aeroplanes; no national licence is needed in addition to an EASA licence in such a case).

- 4.3 When JAR-FCL was implemented in the UK the ANO was changed so that new UK licences that were equivalent to JAR licences could no longer be issued. The ANO has now been amended so that UK equivalents to EASA licences can be issued where necessary to allow EASA licence holders to hold non-EASA UK national ratings. This has meant reintroducing the UK ATPL, CPL and PPL for both aeroplanes and helicopters. In addition, the NPPL(Helicopters) is introduced as an equivalent to the LAPL(H) so that if the holder of an LAPL(H) qualifies for a type rating for a non-EASA helicopter (that is within the limits of the LAPL(H) mass, occupancy, etc.) the rating can be issued and the privileges exercised using a UK licence that will be valid for the holder of an LAPL Medical Certificate.

**NOTE:** An NPPL Medical Declaration is not an appropriate medical for the NPPL(H). NPPL(H) holders must hold a valid LAPL, Class 2 or Class 1 Medical Certificate.

The justification for these new UK licences is that they are necessary because certain ratings cannot be included in an EASA licence. They will be granted following compliance with standards that are the same as those of Part-FCL.

The route to obtaining a new UK ATPL, CPL, or PPL for aeroplanes or helicopters, or an NPPL(H), is either:

- to hold the equivalent EASA licence in accordance with Part-FCL and comply with the requirements for the rating; or
- to comply with the requirements of Part-FCL for the category of licence, and comply with the requirements for the national rating.

- 4.4 It is important to appreciate that the Aircrew Regulation specifies that the conversion from a national licence to an EASA licence is only available for national licences issued before the 17 September 2012 or the end date of the applicable derogation, whichever is later. National licences issued as described in 4.3 above after the end of the transition period are not convertible to EASA licences.

- 4.5 As part of the ANO amendment, all UK licences will become non-expiring “lifetime” licences. The use of the licence privileges remain dependent upon the validity of the ratings included in the licence and the validity of the associated medical certificate or declaration.



## Appendix 1 Categorisation of EASA and non-EASA aircraft

The categorisation of aircraft as EASA or Non-EASA is determined by Articles 1 and 4 of Regulation 216/2008 (the EASA Basic Regulation). Relevant extracts are copied here for ease of reference.

### Article 1

1. This Regulation shall apply to:
  - (a) the design, production, maintenance and operation of aeronautical products, parts and appliances, as well as personnel and organisations involved in the design, production and maintenance of such products, parts and appliances;
  - (b) personnel and organisations involved in the operation of aircraft;
2. This Regulation shall not apply to:
  - (a) .....; as well as personnel and organisations referred to in paragraph 1(a) and (b) while carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services. The Member States shall undertake to ensure that such activities or services have due regard as far as practicable to the objectives of this Regulation;

### Article 4

#### Article 4

#### Basic principles and applicability

1. Aircraft, including any installed product, part and appliance, which are:
  - (a) .....; or
  - (b) registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator; or
  - (c) registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community; or
  - (d) registered in a third country, or registered in a Member State which has delegated their regulatory safety oversight to a third country, and used by a third-country operator into, within or out of the Community shall comply with this Regulation.
2. Personnel involved in the operations of aircraft referred to in paragraph 1(b), (c) or (d) shall comply with this Regulation.  
 .....  
 .....
4. Paragraph 1 shall not apply to aircraft referred to in Annex II.
5. Paragraph 2 ..... shall not apply to aircraft referred to in Annex II, with the exception of aircraft referred to in points (a)(ii), (d) and (h) thereof when used for commercial air transportation.

## Interpretation of Article 4

Paragraph 2 requires pilots to be licensed according to the EASA Regulation.

Paragraph 5 excludes pilots from the European licensing requirements of the EASA if they are flying Annex II “non-EASA” aircraft, unless:

- i) the aircraft is a historic aircraft, an ex-military aircraft, or a replica of these; and
- ii) the flight is for commercial air transport (e.g. the carriage of passengers in return for payment);

in which case an EASA licence is required.

## Annex II to Regulation 216/2008

The full text of Annex II to Regulation 216/2008 is reproduced below for ease of reference. Please note that:

- 1. the classifications of aircraft registered in the UK with respect to Annex II have already been established during the transition to the European Implementing Rules for airworthiness; and
- 2. the UK Air Navigation Order definition of a microlight aeroplane matches paragraph (e) of Annex II in respect of aeroplanes.

### **ANNEX II (to the EASA Basic Regulation – 216/2008)**

#### **Aircraft referred to in Article 4(4)**

Article 4(1), (2) and (3) do not apply to aircraft falling in one or more of the categories set out below:

- (a) historic aircraft meeting the criteria below:
  - (i) non-complex aircraft whose:
    - initial design was established before 1 January 1955, and
    - production has been stopped before 1 January 1975. or
  - (ii) aircraft having a clear historical relevance, related to:
    - a participation in a noteworthy historical event. or
    - a major step in the development of aviation. or
    - a major role played into the armed forces of a Member State;
- (b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;
- (c) aircraft of which at least 51% is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;
- (d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;
- (e) aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:
  - (i) 300 kg for a land plane/helicopter, single-seater; or
  - (ii) 450 kg for a land plane/helicopter, two-seater; or
  - (iii) 330 kg for an amphibian or floatplane/helicopter single-seater; or

- (iv) 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;
  - (v) 472,5 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system;
  - (vi) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;
- and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS);
- (f) single and two-seater gyroplanes with a maximum take off mass not exceeding 560 kg;
  - (g) gliders with a maximum empty mass, of no more than 80 kg when single seater or 100 kg when two-seater, including those which are foot launched;
  - (h) replicas of aircraft meeting the criteria of (a) or (d) above, for which the structural design is similar to the original aircraft;
  - (i) unmanned aircraft with an operating mass of no more than 150 kg;
  - (j) any other aircraft which has a maximum empty mass, including fuel, of no more than 70 kg.

INTENTIONALLY LEFT BLANK

## Appendix 2 Sample Part-FCL Licence

**Sample Part-FCL Licence**

**Front-Side**

**Front cover when the licence is folded:**

Includes Indication of whether licence is a Part-FCL licence

**United Kingdom Civil Aviation Authority**

**EUROPEAN UNION**

**FLIGHT CREW LICENCE**

Issued in accordance with Part-FCL

This licence complies with ICAO standards

**Personal Details and details of issuing authority**

**Ratings held, and associated remarks/restrictions. NB. Only current ratings are detailed**

**Further Certificates of Revalidation**

**Explanation of abbreviations used in the licence**

**Pilots are not permitted to cut up their licence as its format and layout is stipulated by EASA regulations**

**Licence Type, initial issue date and state of licence issue**

**Validity statements**

**Radiotelephony privilege details**

**Remarks endorsed upon licence, including Language Proficiency level and validity period. NB Remarks continue on Reverse-side if necessary**

**Certificate of Revalidation: details current ratings and their valid-until dates, in addition to the associated test date. Also provides test date of any current Instrument Rating tests**

**Page 1 of 12**

**Page 2 of 12**

**Page 3 of 12**

**Page 4 of 12**

**Page 5 of 12**

**Page 6 of 12**

**Page 7 of 12**

**Page 8 of 12**

**Page 9 of 12**

**Page 10 of 12**

**Page 11 of 12**

**Page 12 of 12**

**Page 13 of 12**

**Page 14 of 12**

**Page 15 of 12**

**Page 16 of 12**

**Page 17 of 12**

**Page 18 of 12**

**Page 19 of 12**

**Page 20 of 12**

**Page 21 of 12**

**Page 22 of 12**

**Page 23 of 12**

**Page 24 of 12**

**Page 25 of 12**

**Page 26 of 12**

**Page 27 of 12**

**Page 28 of 12**

**Page 29 of 12**

**Page 30 of 12**

**Page 31 of 12**

**Page 32 of 12**

**Page 33 of 12**

**Page 34 of 12**

**Page 35 of 12**

**Page 36 of 12**

**Page 37 of 12**

**Page 38 of 12**

**Page 39 of 12**

**Page 40 of 12**

**Page 41 of 12**

**Page 42 of 12**

**Page 43 of 12**

**Page 44 of 12**

**Page 45 of 12**

**Page 46 of 12**

**Page 47 of 12**

**Page 48 of 12**

**Page 49 of 12**

**Page 50 of 12**

**Page 51 of 12**

**Page 52 of 12**

**Page 53 of 12**

**Page 54 of 12**

**Page 55 of 12**

**Page 56 of 12**

**Page 57 of 12**

**Page 58 of 12**

**Page 59 of 12**

**Page 60 of 12**

**Page 61 of 12**

**Page 62 of 12**

**Page 63 of 12**

**Page 64 of 12**

**Page 65 of 12**

**Page 66 of 12**

**Page 67 of 12**

**Page 68 of 12**

**Page 69 of 12**

**Page 70 of 12**

**Page 71 of 12**

**Page 72 of 12**

**Page 73 of 12**

**Page 74 of 12**

**Page 75 of 12**

**Page 76 of 12**

**Page 77 of 12**

**Page 78 of 12**

**Page 79 of 12**

**Page 80 of 12**

**Page 81 of 12**

**Page 82 of 12**

**Page 83 of 12**

**Page 84 of 12**

**Page 85 of 12**

**Page 86 of 12**

**Page 87 of 12**

**Page 88 of 12**

**Page 89 of 12**

**Page 90 of 12**

**Page 91 of 12**

**Page 92 of 12**

**Page 93 of 12**

**Page 94 of 12**

**Page 95 of 12**

**Page 96 of 12**

**Page 97 of 12**

**Page 98 of 12**

**Page 99 of 12**

**Page 100 of 12**

**Page 101 of 12**

**Page 102 of 12**

**Page 103 of 12**

**Page 104 of 12**

**Page 105 of 12**

**Page 106 of 12**

**Page 107 of 12**

**Page 108 of 12**

**Page 109 of 12**

**Page 110 of 12**

**Page 111 of 12**

**Page 112 of 12**

**Page 113 of 12**

**Page 114 of 12**

**Page 115 of 12**

**Page 116 of 12**

**Page 117 of 12**

**Page 118 of 12**

**Page 119 of 12**

**Page 120 of 12**

**Page 121 of 12**

**Page 122 of 12**

**Page 123 of 12**

**Page 124 of 12**

**Page 125 of 12**

**Page 126 of 12**

**Page 127 of 12**

**Page 128 of 12**

**Page 129 of 12**

**Page 130 of 12**

**Page 131 of 12**

**Page 132 of 12**

**Page 133 of 12**

**Page 134 of 12**

**Page 135 of 12**

**Page 136 of 12**

**Page 137 of 12**

**Page 138 of 12**

**Page 139 of 12**

**Page 140 of 12**

**Page 141 of 12**

**Page 142 of 12**

**Page 143 of 12**

**Page 144 of 12**

**Page 145 of 12**

**Page 146 of 12**

**Page 147 of 12**

**Page 148 of 12**

**Page 149 of 12**

**Page 150 of 12**

**Page 151 of 12**

**Page 152 of 12**

**Page 153 of 12**

**Page 154 of 12**

**Page 155 of 12**

**Page 156 of 12**

**Page 157 of 12**

**Page 158 of 12**

**Page 159 of 12**

**Page 160 of 12**

**Page 161 of 12**

**Page 162 of 12**

**Page 163 of 12**

**Page 164 of 12**

**Page 165 of 12**

**Page 166 of 12**

**Page 167 of 12**

**Page 168 of 12**

**Page 169 of 12**

**Page 170 of 12**

**Page 171 of 12**

**Page 172 of 12**

**Page 173 of 12**

**Page 174 of 12**

**Page 175 of 12**

**Page 176 of 12**

**Page 177 of 12**

**Page 178 of 12**

**Page 179 of 12**

**Page 180 of 12**

**Page 181 of 12**

**Page 182 of 12**

**Page 183 of 12**

**Page 184 of 12**

**Page 185 of 12**

**Page 186 of 12**

**Page 187 of 12**

**Page 188 of 12**

**Page 189 of 12**

**Page 190 of 12**

**Page 191 of 12**

**Page 192 of 12**

**Page 193 of 12**

**Page 194 of 12**

**Page 195 of 12**

**Page 196 of 12**

**Page 197 of 12**

**Page 198 of 12**

**Page 199 of 12**

**Page 200 of 12**

**Page 201 of 12**

**Page 202 of 12**

**Page 203 of 12**

**Page 204 of 12**

**Page 205 of 12**

**Page 206 of 12**

**Page 207 of 12**

**Page 208 of 12**

**Page 209 of 12**

**Page 210 of 12**

**Page 211 of 12**

**Page 212 of 12**

**Page 213 of 12**

**Page 214 of 12**

**Page 215 of 12**

**Page 216 of 12**

**Page 217 of 12**

**Page 218 of 12**

**Page 219 of 12**

**Page 220 of 12**

**Page 221 of 12**

**Page 222 of 12**

**Page 223 of 12**

**Page 224 of 12**

**Page 225 of 12**

**Page 226 of 12**

**Page 227 of 12**

**Page 228 of 12**

**Page 229 of 12**

**Page 230 of 12**

**Page 231 of 12**

**Page 232 of 12**

**Page 233 of 12**

**Page 234 of 12**

**Page 235 of 12**

**Page 236 of 12**

**Page 237 of 12**

**Page 238 of 12**

**Page 239 of 12**

**Page 240 of 12**

**Page 241 of 12**

**Page 242 of 12**

**Page 243 of 12**

**Page 244 of 12**

**Page 245 of 12**

**Page 246 of 12**

**Page 247 of 12**

**Page 248 of 12**

**Page 249 of 12**

**Page 250 of 12**

**Page 251 of 12**

**Page 252 of 12**

**Page 253 of 12**

**Page 254 of 12**

**Page 255 of 12**

**Page 256 of 12**

**Page 257 of 12**

**Page 258 of 12**

**Page 259 of 12**

**Page 260 of 12**

**Page 261 of 12**

**Page 262 of 12**

**Page 263 of 12**

**Page 264 of 12**

**Page 265 of 12**

**Page 266 of 12**

**Page 267 of 12**

**Page 268 of 12**

**Page 269 of 12**

**Page 270 of 12**

**Page 271 of 12**

**Page 272 of 12**

**Page 273 of 12**

**Page 274 of 12**

**Page 275 of 12**

**Page 276 of 12**

**Page 277 of 12**

**Page 278 of 12**

**Page 279 of 12**

**Page 280 of 12**

**Page 281 of 12**

**Page 282 of 12**

**Page 283 of 12**

**Page 284 of 12**

**Page 285 of 12**

**Page 286 of 12**

**Page 287 of 12**

**Page 288 of 12**

**Page 289 of 12**

**Page 290 of 12**

**Page 291 of 12**

**Page 292 of 12**

**Page 293 of 12**

**Page 294 of 12**

**Page 295 of 12**

**Page 296 of 12**

**Page 297 of 12**

**Page 298 of 12**

**Page 299 of 12**

**Page 300 of 12**

**Page 301 of 12**

**Page 302 of 12**

**Page 303 of 12**

**Page 304 of 12**

**Page 305 of 12**

**Page 306 of 12**

**Page 307 of 12**

**Page 308 of 12**

**Page 309 of 12**

**Page 310 of 12**

**Page 311 of 12**

**Page 312 of 12**

**Page 313 of 12**

**Page 314 of 12**

**Page 315 of 12**

**Page 316 of 12**

**Page 317 of 12**

**Page 318 of 12**

**Page 319 of 12**

**Page 320 of 12**

**Page 321 of 12**

**Page 322 of 12**

**Page 323 of 12**

**Page 324 of 12**

**Page 325 of 12**

**Page 326 of 12**

**Page 327 of 12**

**Page 328 of 12**

**Page 329 of 12**

**Page 330 of 12**

**Page 331 of 12**

**Page 332 of 12**

**Page 333 of 12**

**Page 334 of 12**

**Page 335 of 12**

**Page 336 of 12**

**Page 337 of 12**

**Page 338 of 12**

**Page 339 of 12**

**Page 340 of 12**

**Page 341 of 12**

**Page 342 of 12**

**Page 343 of 12**

**Page 344 of 12**

**Page 345 of 12**

**Page 346 of 12**

**Page 347 of 12**

**Page 348 of 12**

**Page 349 of 12**

**Page 350 of 12**

**Page 351 of 12**

**Page 352 of 12**

**Page 353 of 12**

**Page 354 of 12**

**Page 355 of 12**

**Page 356 of 12**

**Page 357 of 12**

**Page 358 of 12**

**Page 359 of 12**

**Page 360 of 12**

**Page 361 of 12**

**Page 362 of 12**

**Page 363 of 12**

**Page 364 of 12**

**Page 365 of 12**

**Page 366 of 12**

**Page 367 of 12**

**Page 368 of 12**

**Page 369 of 12**

**Page 370 of 12**

**Page 371 of 12**

**Page 372 of 12**

**Page 373 of 12**

**Page 374 of 12**

**Page 375 of 12**

**Page 376 of 12**

**Page 377 of 12**

**Page 378 of 12**

**Page 379 of 12**

**Page 380 of 12**

**Page 381 of 12**

**Page 382 of 12**

**Page 383 of 12**

**Page 384 of 12**

**Page 385 of 12**

**Page 386 of 12**

**Page 387 of 12**

**Page 388 of 12**

**Page 389 of 12**

**Page 390 of 12**

**Page 391 of 12**

**Page 392 of 12**

**Page 393 of 12**

**Page 394 of 12**

**Page 395 of 12**

**Page 396 of 12**

**Page 397 of 12**

**Page 398 of 12**

**Page 399 of 12**

**Page 400 of 12**

**Page 401 of 12**

**Page 402 of 12**

**Page 403 of 12**

**Page 404 of 12**

**Page 405 of 12**

**Page 406 of 12**

**Page 407 of 12**

**Page 408 of 12**

**Page 409 of 12**

**Page 410 of 12**

**Page 411 of 12**

**Page 412 of 12**

**Page 413 of 12**

**Page 414 of 12**

**Page 415 of 12**

**Page 416 of 12**

**Page 417 of 12**

**Page 418 of 12**

**Page 419 of 12**

**Page 420 of 12**

**Page 421 of 12**

**Page 422 of 12**

**Page 423 of 12**

**Page 424 of 12**

**Page 425 of 12**

**Page 426 of 12**

**Page 427 of 12**

**Page 428 of 12**

**Page 429 of 12**

**Page 430 of 12**

**Page 431 of 12**

**Page 432 of 12**

**Page 433 of 12**

**Page 434 of 12**

**Page 435 of 12**

**Page 436 of 12**

**Page 437 of 12**

**Page 438 of 12**

**Page 439 of 12**

**Page 440 of 12**

**Page 441 of 12**

**Page 442 of 12**

**Page 443 of 12**

**Page 444 of 12**

**Page 445 of 12**

**Page 446 of 12**

**Page 447 of 12**

**Page 448 of 12**

**Page 449 of 12**

**Page 450 of 12**

**Page 451 of 12**

**Page 452 of 12**

**Page 453 of 12**

**Page 454 of 12**

**Page 455 of 12**

**Page 456 of 12**

**Page 457 of 12**

**Page 458 of 12**

**Page 459 of 12**

**Page 460 of 12**

**Page 461 of 12**

**Page 462 of 12**

**Page 463 of 12**

**Page 464 of 12**

**Page 465 of 12**

**Page 466 of 12**

**Page 467 of 12**

**Page 468 of 12**

**Page 469 of 12**

**Page 470 of 12**

**Page 471 of 12**

**Page 472 of 12**

**Page 473 of 12**

**Page 474 of 12**

**Page 475 of 12**

**Page 476 of 12**

**Page 477 of 12**

**Page 478 of 12**

**Page 479 of 12**

**Page 480 of 12**

**Page 481 of 12**

**Page 482 of 12**

**Page 483 of 12**

**Page 484 of 12**

**Page 485 of 12**

**Page 486 of 12**

**Page 487 of 12**

**Page 488 of 12**

**Page 489 of 12**

**Page 490 of 12**

**Page 491 of 12**

**Page 492 of 12**

**Page 493 of 12**

**Page 494 of 12**

**Page 495 of 12**

**Page 496 of 12**

**Page 497 of 12**

**Page 498 of 12**

**Page 499 of 12**

**Page 500 of 12**

**Page 501 of 12**

**Page 502 of 12**

**Page 503 of 12**

**Page 504 of 12**

**Page 505 of 12**

**Page 506 of 12**

**Page 507 of 12**

**Page 508 of 12**

**Page 509 of 12**

**Page 510 of 12**

**Page 511 of 12**

**Page 512 of 12**

**Page 513 of 12**

**Page 514 of 12**

**Page 515 of 12**

**Page 516 of 12**

**Page 517 of 12**

**Page 518 of 12**

**Page 519 of 12**

**Page 520 of 12**

**Page 521 of 12**

**Page 522 of 12**

**Page 523 of 12**

**Page 524 of 12**

**Page 525 of 12**

**Page 526 of 12**

**Page 527 of 12**

**Page 528 of 12**

**Page 529 of 12**

**Page 530 of 12**

**Page 531 of 12**

**Page 532 of 12**

**Page 533 of 12**

**Page 534 of 12**

**Page 535 of 12**

**Page 536 of 12**

**Page 537 of 12**

**Page 538 of 12**

**Page 539 of 12**

**Page 540 of 12**

**Page 541 of 12**

**Page 542 of 12**

**Page 543 of 12**

**Page 544 of 12**

**Page 545 of 12**

**Page 546 of 12**

**Page 547 of 12**

**Page 548 of 12**

**Page 549 of 12**

**Page 550 of 12**

**Page 551 of 12**

**Page 552 of 12**

**Page 553 of 12**

**Page 554 of 12**

**Page 555 of 12**

**Page 556 of 12**

**Page 557 of 12**

**Page 558 of 12**

**Page 559 of 12**

**Page 560 of 12**

**Page 561 of 12**

**Page 562 of 12**

**Page 563 of 12**

**Page 564 of 12**

**Page 565 of 12**

**Page 566 of 12**

**Page 567 of 12**

**Page 568 of 12**

**Page 569 of 12**

**Page 570 of 12**

**Page 571 of 12**

**Page 572 of 12**

**Page 573 of 12**

**Page 574 of 12**

**Page 575 of 12**

**Page 576 of 12**

**Page 577 of 12**

**Page 578 of 12**

**Page 579 of 12**

**Page 580 of 12**

**Page 581 of 12**

**Page 582 of 12**

**Page 583 of 12**

**Page 584 of 12**

**Page 585 of 12**

**Page 586 of 12**

**Page 587 of 12**

**Page 588 of 12**

**Page 589 of 12**

**Page 590 of 12**

**Page 591 of 12**

**Page 592 of 12**

**Page 593 of 12**

**Page 594 of 12**

**Page 595 of 12**

**Page 596 of 12**

**Page 597 of 12**

**Page 598 of 12**

**Page 599 of 12**

**Page 600 of 12**

**Page 601 of 12**

**Page 602 of 12**

**Page 603 of 12**

**Page 604 of 12**

**Page 605 of 12**

**Page 606 of 12**

**Page 607 of 12**

**Page 608 of 12**

**Page 609 of 12**

**Page 610 of 12**

**Page 611 of 12**

**Page 612 of 12**

**Page 613 of 12**

**Page 614 of 12**

**Page 615 of 12**

**Page 616 of 12**

**Page 617 of 12**

**Page 618 of 12**

**Page 619 of 12**

**Page 620 of 12**

**Page 621 of 12**

**Page 622 of 12**

**Page 623 of 12**

**Page 624 of 12**

**Page 625 of 12**

**Page 626 of 12**

**Page 627 of 12**

**Page 628 of 12**

**Page 629 of 12**

**Page 630 of 12**</

## New Licence Format - Continued

## Reverse-Side

<p><b>Expired Ratings:</b> Any ratings that are no longer current will be listed here</p>	<p>Note: This page does not form part of the licence</p> <p>Ratings previously held by licence holder</p> <table border="1"> <tr><td>Licence Number</td><td>GBR.FCLAT.12456.A.A</td></tr> <tr><td>Last and first name of licence holder</td><td>EXAMPLE, New Format Licence</td></tr> <tr><td>Class/Type/R</td><td>CL604/605</td></tr> <tr><td>BT47-400</td><td></td></tr> <tr><td>Instructors</td><td></td></tr> <tr><td>TRI BT47-400</td><td></td></tr> </table> <p>GBR.FCLAT.12456.A.A Page 4 of 8 21/12/2011</p>	Licence Number	GBR.FCLAT.12456.A.A	Last and first name of licence holder	EXAMPLE, New Format Licence	Class/Type/R	CL604/605	BT47-400		Instructors		TRI BT47-400		<p>Note: This page does not form part of the licence</p> <p>Ratings previously held by licence holder (Continued)</p> <table border="1"> <tr><td></td></tr> <tr><td></td></tr> <tr><td></td></tr> <tr><td></td></tr> <tr><td></td></tr> <tr><td></td></tr> <tr><td></td></tr> <tr><td></td></tr> </table> <p>GBR.FCLAT.12456.A.A Page 15 of 16 21/12/2011</p>									<p>INTENTIONALLY BLANK</p> <p>GBR.FCLAT.12456.A.A Page 11 of 16 21/12/2011</p>	<p>Remarks – continued from page 3</p> <table border="1"> <tr><td>III</td><td>Licence number: GBR.FCL.12456.A.A</td></tr> <tr><td>IV</td><td>Last and first name of licence holder: EXAMPLE, New Format Licence</td></tr> <tr><td>XII</td><td>Class/Type/R: CL604/605</td></tr> <tr><td>XIII</td><td>BT47-400</td></tr> <tr><td></td><td>Instructors</td></tr> <tr><td></td><td>VIF Only</td></tr> <tr><td></td><td>No Further Entries</td></tr> </table> <p>GBR.FCLAT.12456.A.A Page 12 of 16 21/12/2011</p>	III	Licence number: GBR.FCL.12456.A.A	IV	Last and first name of licence holder: EXAMPLE, New Format Licence	XII	Class/Type/R: CL604/605	XIII	BT47-400		Instructors		VIF Only		No Further Entries	<p>INTENTIONALLY BLANK</p> <p>GBR.FCLAT.12456.A.A Page 13 of 16 21/12/2011</p>	<p>INTENTIONALLY BLANK</p> <p>GBR.FCLAT.12456.A.A Page 14 of 16 21/12/2011</p>	<p>INTENTIONALLY BLANK</p> <p>GBR.FCLAT.12456.A.A Page 15 of 16 21/12/2011</p>	<p>INTENTIONALLY BLANK</p> <p>GBR.FCLAT.12456.A.A Page 16 of 16 21/12/2011</p>
Licence Number	GBR.FCLAT.12456.A.A																																									
Last and first name of licence holder	EXAMPLE, New Format Licence																																									
Class/Type/R	CL604/605																																									
BT47-400																																										
Instructors																																										
TRI BT47-400																																										
III	Licence number: GBR.FCL.12456.A.A																																									
IV	Last and first name of licence holder: EXAMPLE, New Format Licence																																									
XII	Class/Type/R: CL604/605																																									
XIII	BT47-400																																									
	Instructors																																									
	VIF Only																																									
	No Further Entries																																									

Continuation of Remarks and Restrictions from the front-side of the licence, if applicable

# 1 Light Aircraft Pilots Licence (LAPL) Guidance

## LIGHT AIRCRAFT PILOTS LICENCE (LAPL) IS MY LICENCE VALID FOR MY FLIGHT?



### A DIFFERENT KIND OF LICENCE

The requirements that apply to the Light Aircraft Pilots Licence (LAPL) are significantly different from those that apply to other pilot licences. This document provides a quick guide for LAPL holders. In case of doubt, reference should be made to Part-FCL and CAP 804.

### MEDICAL CERTIFICATE

In all cases, to use the privileges of an LAPL, you must hold a valid Part-MED LAPL Medical Certificate; or a Class 1 or Class 2 Medical Certificate issued in accordance with Part-MED (or JAR-FCL 3). A UK NPPL Medical Declaration or other national medical is not an acceptable alternative.

### PRIVILEGES AND CONDITIONS - WHICH AIRCRAFT CAN I FLY WITH MY LAPL?

#### All Light Aircraft Pilot Licences - LAPL

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

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

#### Aeroplanes (and Touring Motor Gliders) - LAPL(A)

##### FCL.105.A LAPL(A) — Privileges and conditions

- (a) The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.
- (b) Holders of an LAPL(A) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time as PIC on aeroplanes or TMG.

#### Helicopters - LAPL(H)

##### FCL.105.H LAPL(H) — Privileges

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

#### Sailplanes & Powered Sailplanes (and Touring Motor Gliders) - LAPL(S)

##### FCL.105.S LAPL(S) — Privileges and conditions

- (a) The privileges of the holder of an LAPL for sailplanes are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall comply with the requirements in FCL.135.S.
  - (b) Holders of an LAPL(S) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes.
- (Note: Self-Sustaining Motor Gliders and Self Launching Motor Gliders with retractable propeller/engine are Powered Sailplanes. Self Launching Motors Gliders with non-retractable engine/propeller are TMGs.)

#### Balloons - LAPL(B)

##### FCL.105.B LAPL(B) — Privileges

The privileges of the holder of an LAPL for balloons are to act as PIC on hot-air balloons or hot-air airships with a maximum of 3400m<sup>3</sup> envelope capacity or gas balloons with a maximum of 1200m<sup>3</sup> envelope capacity, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.

Date 10/01/2013

Version No 1.4

**MAINTAINING THE VALIDITY OF THE PRIVILEGES - REGENCY**

You must not fly an aircraft unless the privileges of your licence are valid.

**Aeroplanes (and Touring Motor Gliders) - LAPL(A)**

Within the 24 months prior to your intended flight you must have completed in a single engine piston aeroplane or TMG:

- (a) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
- (b) refresher training of at least 1 hour of total flight time with an instructor.

**Helicopters - LAPL(H)**

Within the 12 months prior to your intended flight you must have completed on the specific helicopter type:

- (a) at least 6 hours of flight time as PIC, including 6 take-offs and landings; and
- (b) refresher training of at least 1 hour of total flight time with an instructor.

**Sailplanes & Powered Sailplanes (and Touring Motor Gliders) - LAPL(S)****Sailplanes and Powered Sailplanes (excluding TMGs)**

Within the 24 months prior to your intended flight you must have completed in a sailplane or powered sailplane (excluding TMGs):

- (a) at least 5 hours of flight time as PIC, including 15 launches; and
- (b) 2 training flights with an instructor.

**Touring Motor Gliders**

Within the 24 months prior to your intended flight you must have completed in a TMG or an aeroplane\* (excluding a sailplane or powered sailplane):

- (a) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
- (b) refresher training of at least 1 hour of total flight time with an instructor.

(\* Where the holder of the LAPL(S) also has a licence to fly aeroplanes, the requirements for TMG may be completed in aeroplanes.)

(Note: Self-Sustaining Motor Gliders and Self Launching Motor Gliders with retractable propeller/engine are Powered Sailplanes. Self Launching Motors Gliders with non-retractable engine/propeller are TMGs.)

**Balloons - LAPL(B)**

Within the 24 months prior to your intended flight you must have completed in one class of balloon:

- (a) 6 hours of flight time as PIC, including 10 take-offs and landings; and
- (b) 1 training flight with an instructor.

**MAINTAINING THE VALIDITY OF THE PRIVILEGES - RENEWAL**

You must not fly an aircraft unless the privileges of your licence are valid.

Where the recency requirements above are no longer complied with, the privileges must be renewed in accordance with Part-FCL. Part-FCL requires the licence holder to either:

- (a) pass a proficiency check in the classes, groups or types of aircraft, as applicable; or
- (b) complete the remainder of the flights and take-offs and landings or launches that are specified for recency under the supervision of an instructor.

The requirements applicable to each category are specified in the following Part-FCL paragraphs:

<b>Aircraft Category</b>	<b>Part-FCL privilege renewal requirements</b>
Aeroplanes (and TMGs) - LAPL(A)	Part-FCL.140.A
Helicopters - LAPL(H)	Part-FCL.140.H
Sailplanes & Powered Sailplanes (and TMGs) - LAPL(S)	Part-FCL.140.S
Balloons - LAPL(B)	Part-FCL.140.B

Note: The validity of any radio licence (FRTOL) included in an LAPL depends upon the pilot's language proficiency being valid. See CAP 804 Section 4 Part M for further information.

Date 10/01/2013

Version No 1.4



# The Part-FCL LAPL(A) licence, as issued by the CAA

- This document provides an example of a Part-FCL licence, with particular reference to the Light Aircraft Pilot Licence (LAPL).
- It should be noted that this licence is not ICAO compliant, so cannot be used outside the EASA Member States without the formal permission of the National Aviation Authority of the State you wish to fly in.
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.

The diagram illustrates the layout of EASA Form 141, titled 'United Kingdom Civil Aviation Authority' and 'EUROPEAN UNION FLIGHT CREW LICENCE'. The form is issued in accordance with Part-FCL. It features three main sections on the right side, each highlighted with a red box and a red arrow pointing to a label in a box above it:

- EASA Form 141 Issue** (red box) points to the **EASA Form Number** label (black box).
- Page 1 of 16** (red box) points to the **Page Number** label (black box).
- 03/08/2012** (red box) points to the **Date Licence document was printed** label (black box).

A red note box on the right side of the form states: 'Please note – A Light Aircraft Pilot Licence is not ICAO compliant and only valid within the Member States of EASA'.

I	State of Issue <b>United Kingdom</b>
III	Licence Number <b>GBR.FCL.LA.123456A.A</b>
IV	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
IVa/	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
XIV	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
V	
VI	Nationality <b>British</b>
VII	Signature of holder .....
VIII	Issuing competent authority <b>UK Civil Aviation Authority</b>
X	Signature of issuing officer and date <b>06/07/2012</b>
XI	Seal or stamp of issuing competent authority

GBR.FCL.LA.123456A.A      Page 2 of 16      03/08/2012

**Your date and place of birth, ensure it is correct**

**Your address, ensure it is correct**

**Your Nationality, ensure that it is correct**

**Sign here, the licence is not valid unless you sign it**

The diagram illustrates the mapping of specific fields from a flight crew license form to explanatory text boxes. Red arrows indicate the following connections:

- Text Box 1:** "The licence privileges are shown here starting with the highest privilege and listing other privileges covered" points to the **LAPL(A)** field in section II.
- Text Box 2:** "Indicator code of the State of Issue (GBR being the code for the United Kingdom)" points to the **GBR** field in section II.
- Text Box 3:** "The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence" points to the **Validity:** section in section IX.
- Text Box 4:** "The Radio Privileges are shown within the licence document (this is a National Privilege)" points to the **Radiotelephony privileges:** section in section XII.
- Text Box 5:** "Language proficiency If level 4 or 5 are shown an expiry date will be shown" points to the **Remarks:** section in section XIII.
- Text Box 6:** "Licence Number is shown on all pages except page 1" points to the **GBR.FCL.LA.123456A.A** field at the bottom right.

The license form itself contains the following information:

II	Title of Licence, date of initial issue and country code <b>LAPL(A)</b> <b>06/07/2012</b> <b>GBR</b>
IX	<b>Validity:</b> This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence. A document containing a photo shall be carried for the purposes of identification of the licence holder.
XII	<b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.
XIII	<b>Remarks:</b> Language Proficiency: English - Level 6 Valid for life  <b>No further Entries</b>

At the bottom right of the form, the following information is displayed:

**GBR.FCL.LA.123456A.A**      Page 3 of 16      03/08/2012

**Ratings on the licence appear here**

**Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are not limitations**

XII	Ratings, certificates and privileges	Remarks and Restrictions
<b>Class/Type/IR</b>	TMG	Nil
<b>SEP (land)</b>		Nil
<b>Aerobatic</b>		Nil
<b>Instructors</b>	No Entries	No Further Entries
<b>Examiners</b>	No Entries	No Further Entries

**Instructor/Examiner Certificates appear here if applicable**

GBR FCL LA.123456A.A Page 4 of 16 03/08/2012

Active ratings and certificates appear here

Validity Date of the rating, it will always be valid to the last day of the month

This is where and examiner will confirm the revalidation of a rating, they must enter their certificate number

**XII - CERTIFICATE OF REVALIDATION**

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
Mountain	06/07/2012	06/07/2012	31/07/2013		

GBR.FCL.LA.123456A.A

All entries to be made in ink  
Page 5 of 16

03/08/2012

**The common abbreviations that may appear on a licence**

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>
Licence Number <b>GBR.FCL.LA.123456A.A</b>
Last and first name of holder: <b>EXAMPLE, NOW</b> Format Licence
<b>No Entries</b>

GBR.FCL.LA.123456A.A

Page 5 of 16

03/08/2012

Expired Ratings are shown here



# The Part-FCL LAPL(S) licence, as issued by the CAA

- This document provides an example of a Part-FCL licence, with particular reference to the Light Aircraft Pilot Licence (LAPL).
- It should be noted that this licence is not ICAO compliant, so cannot be used outside the EASA Member States without the formal permission of the National Aviation Authority of the State you wish to fly in.
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.

The diagram illustrates the layout of EASA Form 141, a European Flight Crew Licence. It features a central header area with the United Kingdom Civil Aviation Authority logo and text, and a right-hand side with three red-bordered boxes containing specific information. Red arrows point from labels on the left to these boxes.

**United Kingdom Civil Aviation Authority**

**EUROPEAN UNION**

**FLIGHT CREW LICENCE**

**Issued in accordance with Part-FCL**

**EASA Form 141 Issue**

**Page 1 of 16**

**03/08/2012**

**EASA Form Number**

**Page Number**

**Date Licence document was printed**

**Please note – A Light Aircraft Pilot Licence is not ICAO compliant and only valid within the Member States of EASA**

I	State of Issue <b>United Kingdom</b>
III	Licence Number <b>GBR.FCL.LA.123456A.S</b>
IV	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
IVa/	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
XIV	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
V	
VI	Nationality <b>British</b>
VII	Signature of holder .....
VIII	Issuing competent authority <b>UK Civil Aviation Authority</b>
X	Signature of issuing officer and date <b>06/07/2012</b>
XI	Seal or stamp of issuing competent authority

GBR.FCL.LA.123456A.S      Page 2 of 16      03/08/2012

**Your date and place of birth, ensure it is correct**

**Your address, ensure it is correct**

**Your Nationality, ensure that it is correct**

**Sign here, the licence is not valid unless you sign it**

The licence privileges are shown here starting with the highest privilege and listing other privileges covered	<b>II</b> Title of Licence, date of initial issue and country code <b>LAPL(S)</b> <b>06/07/2012</b> <b>GBR</b>	
Indicator code of the State of Issue (GBR being the code for the United Kingdom)	<b>IX</b> <b>Validity:</b> This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence. A document containing a photo shall be carried for the purposes of identification of the licence holder.	
The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence	<b>XII</b> <b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.	
The Radio Privileges are shown within the licence document (this is a National Privilege)	<b>XIII</b> <b>Remarks:</b> Language Proficiency: English - Level 6 Valid for life	
Language proficiency If level 4 or 5 are shown an expiry date will be shown	No further Entries	
Licence Number is shown on all pages except page 1	GBR.FCL.LA.123456A.S Page 3 of 16 03/08/2012	

**Ratings on the licence appear here**

**Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are not limitations**

XII Ratings, certificates and privileges	
Class/Type/IR	Remarks and Restrictions
Sailplanes/Powered Sailplanes	Aero Tow Launch
TMG	Nil
Instructors	No Further Entries
FI	Nil
Examiners	No Further Entries
No Entries	

**Instructor/Examiner Certificates appear here if applicable**

GBR/FCL/LA.123456A.S Page 4 of 16 03/08/2012

XII - CERTIFICATE OF REVALIDATION					
Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
FI	06/07/2012	N/A	31/07/2015		

GBR.FCL.LA.123456A.S

All entries to be made in ink  
Page 5 of 16

03/08/2012

Validity Date of the rating, it will always be valid to the last day of the month

Active ratings and certificates appear here

This is where and examiner will confirm the revalidation of a rating, they must enter their certificate number

**The common abbreviations that may appear on a licence**

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>
Licence Number <b>GBR.FCL.LA.123456A.S</b>
Last and first name of holder: <b>EXAMPLE, New-Format Licence</b>
<b>No Entries</b>

GBR.FCL.LA.123456A.S

Page 9 of 16

03/08/2012

Expired Ratings are shown here



# The Part-FCL PPL licence, as issued by the CAA

- This document provides an example of a Part-FCL licence, with particular reference to the Private Pilot Licence (PPL).
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.

The diagram illustrates the layout of EASA Form 141, which is a Flight Crew Licence issued by the United Kingdom Civil Aviation Authority. The form is divided into several sections, with labels and arrows indicating the location of specific information:

- EASA Form Number:** Located at the top left of the form.
- Page Number:** Located at the top center of the form.
- Date Licence document was printed:** Located at the top right of the form.
- United Kingdom Civil Aviation Authority:** Located on the left side of the form.
- Civil Aviation Authority:** Located in the center of the form, below the United Kingdom Civil Aviation Authority logo.
- EUROPEAN UNION:** Located in the center of the form, below the Civil Aviation Authority logo.
- FLIGHT CREW LICENCE:** Located in the center of the form, below the EUROPEAN UNION text.
- Issued in accordance with Part-FCL:** Located in the center of the form, below the FLIGHT CREW LICENCE text.
- This licence complies with ICAO standards:** Located in the center of the form, below the Issued in accordance with Part-FCL text.
- EASA Form 141 Issue:** Located at the bottom left of the form.
- Page 1 of 16:** Located at the bottom center of the form.
- 03/08/2012:** Located at the bottom right of the form.

Red arrows indicate the flow of information from the labels to the corresponding fields on the form:

- From **EASA Form Number** to **EASA Form 141 Issue**.
- From **Page Number** to **Page 1 of 16**.
- From **Date Licence document was printed** to **03/08/2012**.

I	State of Issue <b>United Kingdom</b>
III	Licence Number <b>GBR.FCL.PP.123456A.A</b>
IV	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
IVa/	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
XIV	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
V	
VI	Nationality <b>British</b>
VII	Signature of holder .....
VIII	Issuing competent authority <b>UK Civil Aviation Authority</b>
X	Signature of issuing officer and date <b>06/07/2012</b>
XI	Seal or stamp of issuing competent authority

GBR.FCL.PP.123456A.A      Page 2 of 16      03/08/2012

Your date and place of birth, ensure it is correct

Your address, ensure it is correct

Your Nationality, ensure that it is correct

Sign here, the licence is not valid unless you sign it

The licence Privileges are shown here starting with the highest privilege and listing other privileges covered

Indicator code of the State of Issue (GBR being the code for the United Kingdom)

The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence

The Radio Privileges are shown within the licence document (this is a National Privilege)

Language proficiency  
If level 4 or 5 are shown an expiry date will be shown

Licence Number is shown on all pages except page 1

II	Title of Licence, date of initial issue and country code <b>PPL(A)</b> <b>06/07/2012</b> <b>GBR</b>
IX	Validity: This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence. A document containing a photo shall be carried for the purposes of identification of the licence holder.
XII	<b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.
XIII	<b>Remarks:</b> Language Proficiency: English - Level 4 Valid until 06/07/2016 <b>No further Entries</b>

GBR.FCL.PP.123456A.A      Page 3 of 46      03/08/2012

**Ratings on the licence appear here**

**Instructor/Examiners Certificates appear here**

**"CB" indicates the Instrument Rating was obtained by the Competency Based route, refer to Section 4, Part L, appendix 6. Aa**

**Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are no limitations**

XII	Ratings, certificates and privileges	Remarks and restriction
Class/Type/IR		
SEP (land)	Nil	
Instrument	CB	
Night	Nil	
Instructors	No Further Entries	
No Entries	No Entries	
Examiners	No Further Entries	
No Entries	No Entries	

GBR.FCL.PP.123456A.A

Page 4 of 16

05/08/2014

**Note:** An Examiner may only sign the page if the Rating is present in the “Ratings, Certificates and Privileges” Section of the licence (See previous page). If the Rating is no longer listed there, application for Revalidation of the Rating must be made to the CAA. The licence will then be reprinted to include the Rating.

Active ratings and certificate appear here

Validity Date of the rating, it will always be valid to the last day of the month

**XII – CERTIFICATE OF REVALIDATION**

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate Number	Examiner's Signature
SEP (land)	05/08/2012	N/A	31/08/2014		
IR SP/SE/ME	N/A	05/08/2014	31/08/2015		

GBR.FCL.AT.123456A.A

05/08/2014

All entries to be made in ink  
Page 5 of 16

This is where the examiner will confirm the revalidation of the rating, they must enter their certificate number

Abbreviations used in this licence	
A	Aeroplane
CRI	Class Rating Instructor Rating
FI	Flight Instructor Rating
ICAO	International Civil Aviation Organisation
IR	Instrument Rating
IRI	Instrument Rating Instructor Rating
EASA	European Aviation Safety Agency
Land	Landplane
ME	Multi-Engine
MEP	Multi-Engine Piston
PPL(A)	Private Pilot Licence (Aeroplane)
SE	Single-Engine
SEP	Single-Engine Piston
SP	Single Pilot
TMG	Touring Motor Glider

GBR.FCL.PP.123456A

Page 8 of 16

03/08/2012

The common abbreviations that may appear on a licence

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>
Licence Number <b>GBR.FCL.PP.123456A.A</b>
Last and first name of holder: <b>EXAMPLE, New Format Licence</b>
<b>No Entries</b>

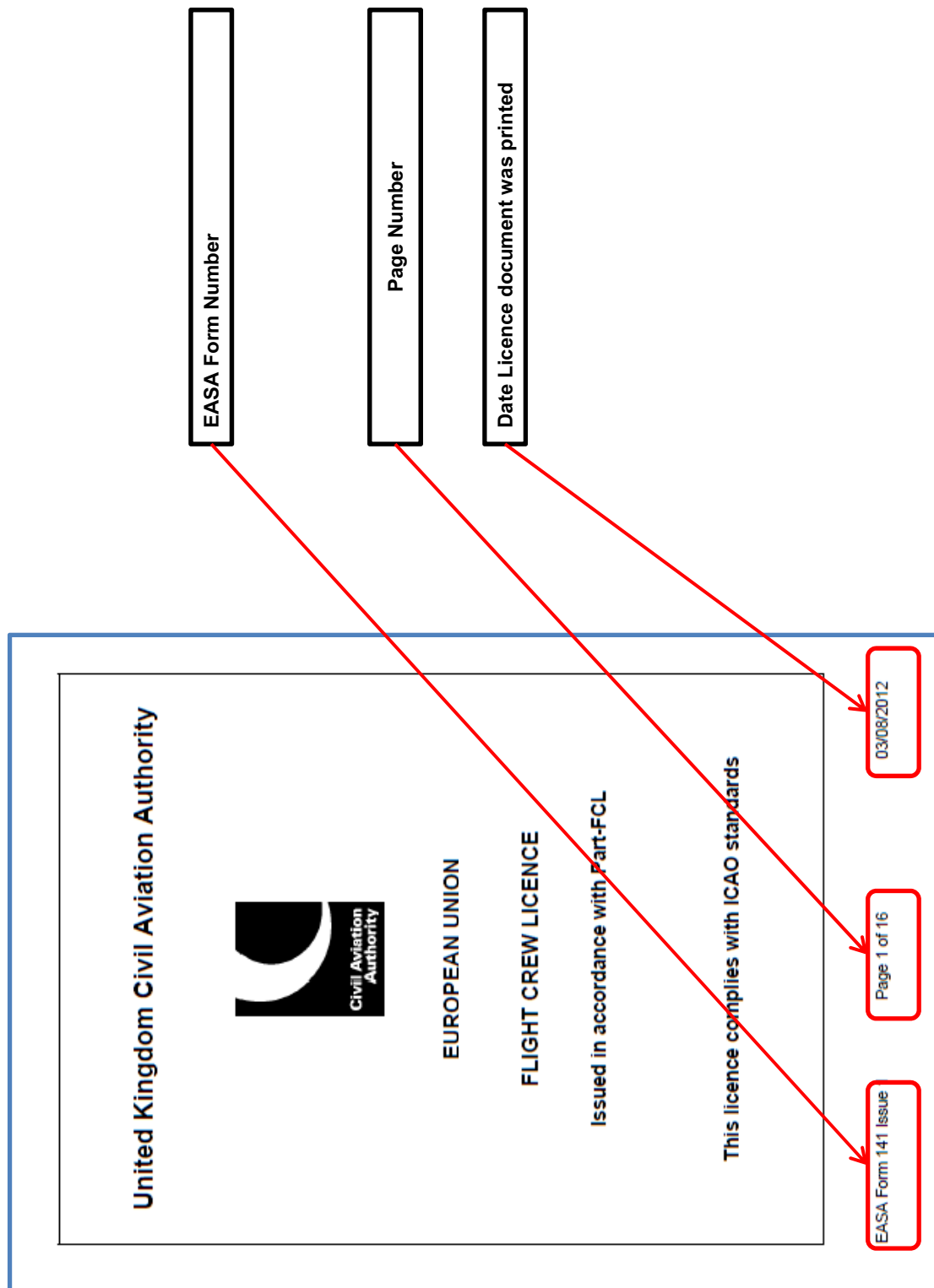
Expired Ratings are shown here

GBR.FCL.PP.123456A.A Page 9 of 16 03/08/2012



# The Part-FCL BPL licence, as issued by the CAA

- This document provides an example to the new look Part-FCL licence of the Balloon Pilot Licence (BPL).
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.



I	State of Issue <b>United Kingdom</b>
III	Licence Number <b>GBR.FCL.B.123456A.B</b>
IV	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
IVa/	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
XIV	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
V	
VI	Nationality <b>British</b>
VII	Signature of holder .....
VIII	Issuing competent authority <b>UK Civil Aviation Authority</b>
X	Signature of issuing officer and date <b>06/07/2012</b>
XI	Seal or stamp of issuing competent authority

GBR.FCL.B.123456A.B      Page 2 of 16      03/08/2012

**Your date and place of birth, ensure it is correct**

**Your address, ensure it is correct**

**Your Nationality, ensure that it is correct**

**Sign here, the licence is not valid unless you sign it**

II	Title of Licence, date of initial issue and country code	<b>BPL</b>	<b>06/07/2012</b>	<b>GBR</b>
IX	Validity:	This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied. The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege.		
		Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence.		
		A document containing a photo shall be carried for the purposes of identification of the licence holder.		
XII	Radiotelephony privileges:	The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.		
XIII	Remarks:	Language Proficiency: English - Level 6 Valid for life		
		No further Entries		

03/08/2012

Page 3 of 16

GBR.FCL.B.123456A.B

The licence Privileges are shown here starting with the highest privilege and listing other privileges covered

Indicator code of the State of Issue (GBR being the code for the United Kingdom)

The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence

The Radio Privileges are shown within the licence document (this is a National Privilege) (Radio Privileges are not required if the is not fitted with radio equipment)

Language proficiency  
If level 4 or 5 are shown an expiry date will be shown (Language proficiency is not required if Radio Privileges are not held)

Licence Number is shown on all pages except page 1

Ratings on the licence appear here

XII	Ratings, certificates and privileges	Remarks and Restrictions
<b>Class/Type/IR</b>	Hot air balloons GpA	Nil
	Hot air balloons GpB	Nil
	Hot air balloons GpC	Nil
	No Further Entries	
<b>Instructors</b>		<b>Remarks and Restrictions</b>
FI	FCL 905.FI applies in (a) (b) (d)	
<b>Examiners</b>		
No Entries	No Further Entries	

Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are not limitations

Instructor/Examiner Certificates appear here

G6R.FCL.B.123456A.B Page 4 of 16 03/08/2012

Active ratings and certificates appear here

Validity Date of the rating, it will always be valid to the last day of the month

**XII - CERTIFICATE OF REVALIDATION**

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
FI	06/07/2012	N/A	31/07/2015		

GBR.FCL.B.123456A.B
All entries to be made in ink  
Page 5 of 16
03/08/2012

This is where and examiner will confirm the revalidation of a rating, they must enter their certificate number

**The common abbreviations that may appear on a licence**

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>
Licence Number <b>GBR.FCL.B.123456A.B</b>
Last and first name of holder: <b>EXAMPLE New Format Licence</b>
<b>No Entries</b>

GBR.FCL.B.123456A.B

Page 9 of 16

03/08/2012


Expired Ratings are shown here



# The Part-FCL SPL licence, as issued by the CAA

- This document provides an example to the new look Part-FCL licence of the Sailplane Pilot Licence (SPL).
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.

**United Kingdom Civil Aviation Authority**



**EUROPEAN UNION**

**FLIGHT CREW LICENCE**

Issued in accordance with Part-FCL

This licence complies with ICAO standards

**EASA Form Number**

**Page Number**

**Date Licence document was printed**

**EASA Form 141 Issue**

**Page 1 of 16**

**03/08/2012**

I	State of Issue <b>United Kingdom</b>
III	Licence Number <b>GBR.FCL.S.123456A.S</b>
IV	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
IVa/	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
XIV	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
V	
VI	Nationality <b>British</b>
VII	Signature of holder
VIII	Issuing competent authority <b>UK Civil Aviation Authority</b>
X	Signature of issuing officer and date <b>06/07/2012</b>
XI	Seal or stamp of issuing competent authority

GBR.FCL.S.123456A.S      Page 2 of 16      03/08/2012

**Your date and place of birth, ensure it is correct**

**Your address, ensure it is correct**

**Your Nationality, ensure that it is correct**

**Sign here, the licence is not valid unless you sign it**

The licence Privileges are shown here starting with the highest privilege and listing other privileges covered	<b>II</b> Title of Licence, date of initial issue and country code <b>SPL</b> <b>06/07/2012</b> <b>GBR</b>
Indicator code of the State of Issue (GBR being the code for the United Kingdom)	<b>IX</b> <b>Validity:</b> This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence. A document containing a photo shall be carried for the purposes of identification of the licence holder.
The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence	<b>XII</b> <b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.
The Radio Privileges are shown within the licence document (this is a National Privilege) (Radio Privileges are not required if the is not fitted with radio equipment	<b>XIII</b> <b>Remarks:</b> Language Proficiency: English - Level 6 Valid for life
Language proficiency If level 4 or 5 are shown an expiry date will be shown (Language proficiency is not required if Radio Privileges are not held	<b>No further Entries</b>
Licence Number is shown on all pages except page 1	<b>GBR.FCL.S.123456A.S</b> Page 3 of 16      03/08/2012

Ratings on the licence appear here

Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are not limitations

XII Ratings, certificates and privileges	
<b>Class/Type/IR</b>	<b>Remarks and Restrictions</b>
Sailplanes/Powered Sailplanes	Winch/car launch/Aero Tow launch/Self launch/Bungee launch
TMG	Nil
<b>Instructors</b>	<b>Remarks and Restrictions</b>
FI	FCL 905.FI applies in (a) (d) (e) (f)
<b>Examiners</b>	<b>Remarks and Restrictions</b>
No Entries	No Further Entries

Instructor/Examiner Certificates appear here

GBR.FCL.S.123456A.S
Page 4 of 16
03/08/2012

**Note:** An Examiner may only sign the page if the Rating is present in the “Ratings, Certificates and Privileges” Section of the licence (See previous page). If the Rating is no longer listed there, application for Revalidation of the Rating must be made to the CAA. The licence will then be reprinted to include the Rating.

Active ratings and certificates appear here

Validity Date of the rating, it will always be valid to the last day of the month

**XII - CERTIFICATE OF REVALIDATION**

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
FI	06/07/2012	N/A	31/07/2015		

GBR.FCL.S.123456A.S
All entries to be made in ink  
Page 5 of 16
03/08/2012

This is where and examiner will confirm the revalidation of a rating, they must enter their certificate number

**The common abbreviations that may appear on a licence**

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>
Licence Number <b>GBR.FCL.S.123456A.S</b>
Last and first name of holder: <b>EXAMPLE New Format Licence</b>
<b>No Entries</b>

GBR.FCL.S.123456A.S

Page 9 of 16

03/08/2012

Expired Ratings are shown here



# The Part-FCL CPL licence, as issued by the CAA


- This document provides an example to the new look Part-FCL licence, with particular reference to the Commercial Pilot Licence (CPL).
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.

The diagram illustrates the layout of EASA Form 141, which is a Flight Crew Licence issued by the United Kingdom Civil Aviation Authority. The form is divided into several sections, with labels and arrows indicating the location of specific fields:

- EASA Form Number**: Points to the top left section of the form.
- Page Number**: Points to the top middle section of the form.
- Date Licence document was printed**: Points to the top right section of the form.
- EASA Form 141 Issue**: Points to the bottom left section of the form.
- Page 1 of 16**: Points to the bottom middle section of the form.
- 03/08/2012**: Points to the bottom right section of the form.

The form itself contains the following text:

United Kingdom Civil Aviation Authority



EUROPEAN UNION

FLIGHT CREW LICENCE

Issued in accordance with Part-FCL

This licence complies with ICAO standards

I	State of Issue <b>United Kingdom</b>
III	Licence Number <b>GBR.FCL.CP.123456A.H</b>
IV	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
IVa/	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
XIV	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
V	
VI	Nationality <b>British</b>
VII	Signature of holder .....
VIII	Issuing competent authority <b>UK Civil Aviation Authority</b>
X	Signature of issuing officer and date <b>06/07/2012</b>
XI	Seal or stamp of issuing competent authority

GBR.FCL.CP.123456A.H      Page 2 of 16      03/08/2012

**Your date and place of birth, ensure it is correct**

**Your address, ensure it is correct**

**Your Nationality, ensure that it is correct**

**Sign here, the licence is not valid unless you sign it**

The licence Privileges are shown here starting with the highest privilege and listing other privileges covered

Indicator code of the State of Issue (GBR being the code for the United Kingdom)

The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence

The Radio Privileges are shown within the licence document (this is a National Privilege)

Language proficiency  
If level 4 or 5 are shown an expiry date will be shown

Licence Number is shown on all pages except page 1

II	Title of licence, date of initial issue and country code <b>CPL(H)</b> <b>PPL(H)</b> <b>06/07/2012</b> <b>GBR</b>
IX	Validity This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence. A document containing a photo shall be carried for the purposes of identification of the licence holder.
XII	<b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.
XIII	<b>Remarks:</b> Language Proficiency: English Level 6 Valid for life <b>No further Entries</b>

GBR.FCL.CP.123456A.H

Page 3 of 46

U3/08/2012

**Ratings on the licence appear here**

**Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are not limitations**

XII Ratings, Certificates and privileges	
Class/Type/IR	Remarks and Restrictions
R44	Nil
EC135	Nil
IR	Nil
No Further Entries	
Instructors	
Remarks and Restrictions	
FI	FCL 905.FI applies in (a) (d) (e) (g)
TRI	Nil
No Further Entries	
Examiners	
No Entries	

**Instructor/Examiner Certificates appear here**

GBR.FCL.OP.123456A.H Page 4 of 16 03/08/2012

**Note:** An Examiner may only sign the page if the Rating is present in the “Ratings, Certificates and Privileges” Section of the licence (See previous page). If the Rating is no longer listed there, application for Revalidation of the Rating must be made to the CAA. The licence will then be reprinted to include the Rating.

Active ratings and certificates appear here

Validity Date of the rating, it will always be valid to the last day of the month

**XII - CERTIFICATE OF REVALIDATION**

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
R44	06/07/2012	N/A	31/07/2013		
EC135-SP/MP/IR	06/07/2012	N/A	31/07/2013		
FI	06/07/2012	N/A	31/07/2015		
TRI EC135	06/07/2012	N/A	31/07/2015		

GBR.FCL.OP.123456A.H

All entries to be made in ink  
Page 5 of 16

03/08/2012

This is where and examiner will confirm the revalidation of a rating, they must enter their certificate number

**The common abbreviations that may appear on a licence**

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>	
Licence Number	GBR.FCL.OP.123456A.H
Last and first name of holder: <b>EXAMPLE, New Format Licence</b>	
Class/Type/IR	
R22	
B206	
No Further Entries	

GBR.FCL.OP.123456A.H

Page 9 of 16

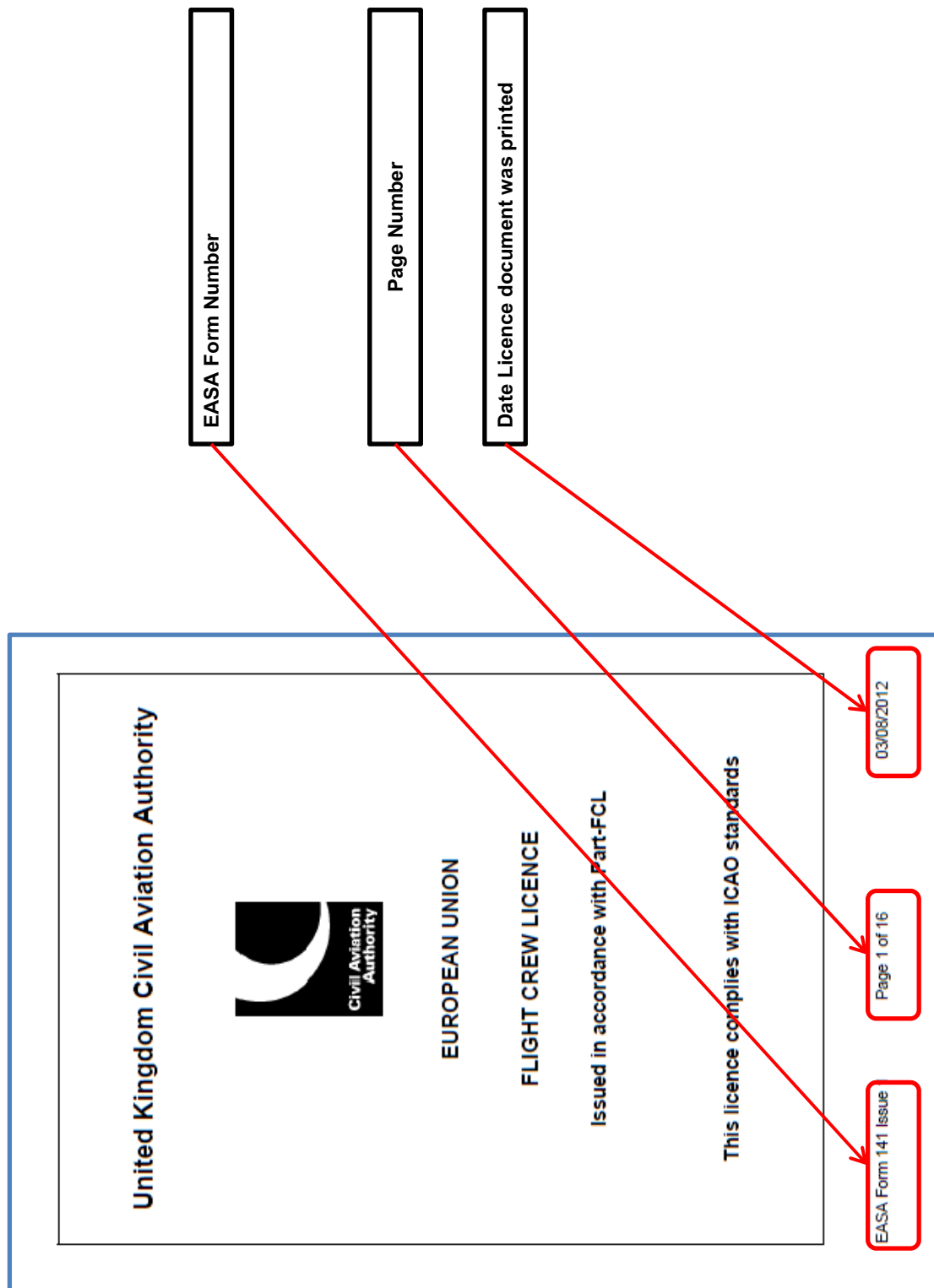
03/08/2012

Expired Ratings are shown here



# The Part-FCL ATPL licence, as issued by the CAA

- This document provides an example to the new look Part-FCL licence, with particular reference to the Air Transport Pilot Licence (ATPL).
- The new EASA Part-FCL licence document is printed on A4 security paper, with 8 pages to each side, those pages not used are marked 'Intentionally Blank'. The licence document folds into A7, the CAA will provide a new licence cover on initial issue of a licence in the new format. The licence should NOT be cut; some Member States consider cutting the licence to render it invalid.



<b>I</b>	State of Issue <b>United Kingdom</b>
<b>III</b>	Licence Number <b>GBR.FCL.AT.123456A.A</b>
<b>IV</b>	Last and first name of holder <b>EXAMPLE, New Format Licence</b>
<b>IVa</b>	Date and Place of Birth <b>01/07/1987, Gatwick, United Kingdom</b>
<b>XIV</b>	Address of holder <b>Civil Aviation Authority Aviation House Gatwick Airport South RH6 0YR</b>
<b>V</b>	
<b>VI</b>	Nationality <b>British</b>
<b>VII</b>	Signature of holder .....
<b>VIII</b>	Issuing competent authority <b>UK Civil Aviation Authority</b>
<b>X</b>	Signature of issuing officer and date <b>06/07/2012</b>
<b>XI</b>	Seal or stamp of issuing competent authority

**GBR.FCL.AT.123456A.A**      Page 2 of 16      03/08/2012

**Your date and place of birth, ensure it is correct**

**Your address, ensure it is correct**

**Your Nationality, ensure that it is correct**

**Sign here, the licence is not valid unless you sign it**

The licence Privileges are shown here starting with the highest privilege and listing other privileges covered

Indicator code of the State of Issue (GBR being the code for the United Kingdom)

The Validity explains the validity and conditions that the holder of the licence is subject too, when exercising the privileges of the licence

The Radio Privileges are shown within the licence document (this is a National Privilege)

Language proficiency  
If level 4 or 5 are shown an expiry date will be shown

Licence Number is shown on all pages except page 1

II	Title of Licence, date of initial issue and country code <b>ATPL(A)</b> <b>CPL(A)</b> <b>PPL(A)</b> <b>06/07/2012</b> <b>GBR</b>
IX	Validity: This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence. A document containing a photo shall be carried for the purposes of identification of the licence holder.
XII	<b>Radio-telephony privileges.</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.
XIII	Remarks: Language Proficiency: English - Level 6 Valid for life <b>No further Entries</b>

GBR.FCL.AT.123456A.A  
Page 3 of 16  
03/08/2012

**Ratings on the licence appear here**

**Any restrictions will be shown here, by limiting the privileges to particular paragraphs within Part-FCL, Nil indicates that there are not limitations**

XII Ratings, certificates and privileges	
Class/Type/IR	Remarks and Restrictions
Instrument	Nil
A380	Nil
Aerobatic	Nil
B737 300-900	Nil
CEP (empty)	Nil
Instructors	No Further Entries
TRI A380	Remarks and Restrictions
TRI B737 300-900	LIFUS instructor
Examiners	FFS Only
NOTES	No Further Entries

**Instructor/Examiner Certificates appear here**

GBR.FCL.AT.123456A.A Page 4 of 16 03/08/2012

**Note:** An Examiner may only sign the page if the Rating is present in the “Ratings, Certificates and Privileges” Section of the licence (See previous page). If the Rating is no longer listed there, application for Revalidation of the Rating must be made to the CAA. The licence will then be reprinted to include the Rating.

Active ratings and certificates appear here

Validity Date of the rating, it will always be valid to the last day of the month

**XII - CERTIFICATE OF REVALIDATION**

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
A380/IR/L V	06/07/2012	06/07/2012	31/07/2013		
B737 300-900/IR	06/07/2012	06/07/2012	31/07/2013		
SEP (land)	06/07/2012	N/A	31/07/2014		
TRI A380	06/07/2012	N/A	31/07/2015		
TRI B737 300-900	06/07/2012	N/A	31/07/2015		

GBR/FCL/AT.123456A.A

All entries to be made in ink  
Page 5 of 16

03/08/2012

This is where and examiner will confirm the revalidation of a rating, they must enter their certificate number

Abbreviations used in this licence	
A	Aeroplane
CRI	Class Rating Instructor Rating
EASA	European Aviation Safety Agency
FI	Flight Instructor Rating
ICAO	International Civil Aviation Organisation
IR	Instrument Rating
IRI	Instrument Rating Instructor Rating
ME	Multi-Engine
MEP	Multi-Engine Piston
MP	Multi-pilot
SE	Single-Engine
SEP	Single-Engine Piston
SP	Single-Pilot
TMG	Touring Motor Glider
TRI	Type Rating Instructor Rating

GBR/FCLAT.123456789

Page 8 of 16

03/08/2012

The common abbreviations that may appear on a licence

Note: This page does not form part of the licence

<b>Ratings previously held by holder</b>
Licence Number <b>GBR.FCL.AT.123456A.A</b>
Last and first name of holder: <b>EXAMPLE New Format Licence</b>
<b>B757/767</b>

GBR.FCL.AT.123456A.A

Page 9 of 16

03/08/2012

Expired Ratings are shown here



## Part D Theoretical Knowledge Examinations

### 1 General Information

An applicant for a pilot licence, rating or other qualification, shall demonstrate a level of knowledge appropriate to the privileges of the licence, rating or qualification for which application is made by passing theoretical knowledge examinations in accordance with the requirements set out in Part-FCL Annex 1, Subpart A, FCL.025 for EASA licences, and as set out in this CAP 804 for UK National Licences.

Applicants for the Part-FCL LAPL or PPL licences shall make application and undertake the theoretical knowledge examinations with an examiner authorised by the CAA. Examinations for non professional licences conducted at ATOs are scheduled at the discretion of the ATO.

Applicants for professional pilot licences or an instrument rating shall make application to the CAA and undertake the theoretical knowledge examinations at a CAA exam centre.

The examinations will be provided in English only, using abbreviations where applicable. Examinations for professional licences are compiled by computer and are presented in a multiple-choice format. A list of common abbreviations used in the examinations can be found in Part-FCL.

EU regulations for licensing came into force on 8 April 2012.

Credit is given for training and examinations completed to JAR-FCL requirements before 8 April 2012 for the issue of EASA Part-FCL licences, but examinations taken after that date must be to the Part-FCL standard.

Where an applicant for a licence or rating completed all of the examinations for that qualification to either the new or old standard before the end of March 2012, those examinations will be valid for the qualification; (subject to the usual calendar expiry).

### 2 Examination Booking Procedure

#### 2.1 CAA Theoretical Knowledge Examination Bookings

All applications for a booking for any ATPL, CPL or IR examination (including re-sits) must be recommended and countersigned by the authorised signatory of an approved training provider. A candidate who qualifies for theoretical knowledge training credits (i.e. some non-EASA ATPL conversions) will not be subject to this requirement but will be required to submit a Part-FCL Theoretical Knowledge Approved Training Credit Form at the time of booking for the examinations.

- Candidates must apply in writing (either by post or fax) using the appropriate application forms (available from PL or on our website ([www.caa.co.uk/pldforms](http://www.caa.co.uk/pldforms))). No bookings can be made by telephone, and all bookings are made on a first come, first served basis.
- Candidates should indicate on the application form their first and second preference venue choices and the date they wish to sit the examinations. PL will contact applicants where dates requested cannot be met and in the case of a venue being fully booked, an alternative will be offered. The Authority reserves the right to change any venue to satisfy demand and does not guarantee a candidate a specific venue or examination date.
- Examination fees must be sent with the application form. Bookings will not be made unless the correct fees have been received. Candidates will receive guidance with

their confirmations about the methods of payment and the cancellation notice required for fee-transfer or refund.

- Once a booking has been made, candidates will receive an examination booking confirmation by post.
- The time between the closing date for applications and the examination sittings is two weeks, for examinations at overseas venues this is three weeks. PL will endeavour to send booking confirmations, venue details and examination timetables to reach candidates within two days of the booking and, in any case, at least one week prior to the sitting.

## 2.2 Examination Timetable

The Examination Timetable can be found on the CAA website at:  
[www.caa.co.uk/examinations](http://www.caa.co.uk/examinations).

## 2.3 Venue Details

Detailed venue maps can be found on the CAA web site at [www.caa.co.uk/maps](http://www.caa.co.uk/maps). Facilities for lunchtime meals and/or snacks will be provided at all venues wherever possible on a payment basis.

## 2.4 Amending Examination Bookings

- Examination bookings cannot be amended in the five clear working days prior to Day One of the examination week that the examination booking is contained within.
- Cancellations/transfers will only be accepted if received in writing at least 5 clear working days before Day One of the examination week, for overseas venues this is 10 working days, if accompanied by the cancellation/transfer fee as specified in the current Personnel Licensing Scheme of Charges.
- Cancellations/transfers requested within these 5 clear working days are subject to the loss of the subject fee(s). Refund of examination fees for emergency cancellations or non-attendance will only be given if a valid medical certificate (original) is provided, together with a letter of explanation.

**NOTE:** For CAA purposes, working days are Monday to Friday (excluding public holidays). A fee applies to any amendment (except venue changes) to an existing booking and must accompany the written amendment request. Please refer to our current Scheme of Charges on our web site at [www.caa.co.uk/pldcharges](http://www.caa.co.uk/pldcharges). Money will only be debited from a debit/credit card or from money that is held in credit for that individual with prior authorisation from the card/account holder. Where a candidate does not attend for a booked examination(s), the fee for those subjects will be non-refundable and non-transferable. For any subjects not attempted within a sitting, when having attempted at least one subject, the fee(s) and attempt(s) are non-refundable and non-transferable.

## 2.5 Attendance at the Examination

- Candidates should be present at the examination centre with photographic proof of identity\* at least 20 minutes before the scheduled time for the commencement of each examination.
- A candidate who fails to provide authorised identification will not be permitted to take the examination and will forfeit the fee and attempt for that subject. The sitting number may also be affected.

- Candidates may enter the examination room only after invitation by the Invigilator, during the 10 minutes preceding the start of the examination to prepare examination material.
- Candidates must not remain in the examination room after the finish of the examination period.
- On occasions when there is a possibility of disruption to public transport services, for whatever reason, candidates are expected to make alternative arrangements for attendance or, if appropriate, to give formal notice of their inability to attend.
- Personal coats, bags, briefcases, etc. may be placed at the front/rear of the examination room, under the direction of the Invigilating Officer. Any bags etc, could be removed if left unattended outside the examination room.
- Whilst every attempt is made to ensure reasonable comfort in examination halls, the CAA cannot be held responsible for extraneous noise or for any breakdown or fluctuation in heating, lighting or ventilation facilities in examination halls which are operated on hire or lease arrangements and over which the CAA, as a result, has no direct control.
- Candidates are also advised that, at all examination centres, a 'no smoking rule' must be observed.
- Please note you are not permitted to take any photographs at CAA examination venues.

**NOTE:** The CAA accepts no responsibility for items of personal equipment a candidate brings into the examination hall and which he/she is not permitted to retain during the examination.

\*Acceptable forms of photographic ID are: valid passport, UK Forces ID, photographic Driving Licence, School passes and Company ID. **All forms of ID must be photographic.**

## 2.6 Materials for the Examination

When necessary the following reference books and tables will be supplied to each candidate, but they must not be marked in any way or removed from the examination room:

- a) CAP 696 Mass and Balance Manual;
- b) CAP 697 Flight Planning Manual;
- c) CAP 698 Performance Manual.

Candidates **must** bring the 1/2 and E(LO) 1A Jeppesen Chart to the following examinations:

- General Navigation ATPL,
- Navigation CPL and
- IR 0150 – E(LO)

The chart must not be marked in any way that might assist the candidate.

Candidates **must** bring their own Jeppesen Training Route Manual to the Flight Planning examination. The manual must not be marked in any way that might assist the candidate. All materials and articles brought into the examination room may be checked by invigilators to ensure they do not contain or show any unauthorised information.

Candidates are required to provide themselves with all the necessary drawing and calculating instruments, e.g. dividers, compasses, protractors, parallel rules, slide rules and navigational computers and a scientific, non-programmable, non-alphanumeric calculator without aviation functions, there is a list of Approved Calculators at

<http://www.caa.co.uk/docs/2026/20140206CalculatorsApprovedModels.pdf> all other models are prohibited. Candidates may use their own pens, pencils, highlighters etc. on the rough working paper provided and on their own documents. Documents provided by the CAA must not be marked in any permanent way (if pencils are used in CAA manuals, all marks must be erased before they are collected by the Invigilator). **No pencil boxes, containers or instrument cases are permitted on tables.**

The use of slide rules or instruments containing printed information on critical point, point of no return, distance to the horizon, convergency, conversion angle, dep/d'long, conversion factors, etc. are not permitted.

## 2.7 Examination Briefing

Before the start of the examinations, the Invigilator will give a briefing regarding the examination. The briefing material may be found in Appendix 1, however the content of briefings may be revised without notice at the CAA's discretion.

## 2.8 Regulations which will be applied to the conduct of Examinations

- Mobile telephones, pagers and all forms of electronic devices (that are capable of communication, recording sounds or images or having an electronic memory) are prohibited items and must not be taken into the Examination Room. The bringing into the examination room of any material or data whether physical or electronic other than specified in the "materials for the examination" is a breach of the examination regulations.
- Candidates are not allowed to use any loose paper other than that provided at the examination by the CAA. All papers issued and documents provided by the CAA are to be returned with the answer sheet to the Invigilator on completion.
- Where applicable, answer sheets must be completed using the pencil provided. Candidates may use other writing implements on the rough working paper or on their own documents.
- Candidates who choose to record answers on the question paper or elsewhere before entering final answers must do so within the time allotted for the examination. No additional time will be allowed for transferring answers onto the answer sheet (where applicable). Answers recorded anywhere other than the answer sheet or not entered electronically, as applicable, will not be taken into account.
- Silence is to be observed in the examination room at **all times**. Alarms from wristwatches and key rings are not permitted.
- Candidates must not attempt to communicate with other candidates or disturb other candidates or attempt to observe the answers given by any other candidate.
- If a candidate wishes to speak to an Invigilating Officer, they should remain seated and raise their hand. It should be noted that the Invigilating Officer will consider only those questions from candidates which relate to the general conduct of the examinations and they will not enter into discussion on the interpretation of words or questions contained in the examination papers.
- A candidate may leave the room only with the permission of the Invigilating Officer if they have finished an examination before time, except during the last 5 minutes (after the warning is given) before the end of any paper. Candidates are to stop work immediately when so directed and must remain seated and quiet until all materials have been collected.

Candidates must not remove examination materials, including rough notes or records of answers given from the examination room.

## 2.9 Failure to comply with Examination Regulations

If an invigilator considers that a candidate is in breach of any rule, they are authorised by the CAA to have the candidate removed from the examination room immediately.

Any infringement of examination regulations may result in the candidate being disqualified in any subjects that have been taken on that occasion and any previous occasions. The candidate may also be barred from participation in future examinations for a minimum period of 12 months.

## 2.10 Examination Results

Candidates should not telephone the CAA for results as we always endeavour to work to the timescales below. Enquiries received before the published despatch date only serve to delay the process. In normal circumstances results will be despatched by first class post or air mail within ten working days after the Friday of the examination week. Results will not be despatched until any outstanding payments have been received. It is not possible to collect your results from the CAA on the day of despatch.

**Please note that examination results cannot be e-mailed or advised via the telephone.**

In the event of non-receipt of a result notification, arrangements can be made (on receipt of a written request) for repeat notifications to be sent by post, however an allowance should be made for possible postal delays before requesting a repeat notification. The CAA cannot enter into discussion or correspondence with candidates on the subject of their examination results, but candidates may apply for any paper to be re-marked on payment of the fee as stated in the CAA Scheme of Charges, together with a written request.

**NOTE:** Candidates for Professional Pilot and Flight Engineer Licences are advised to consult:

- a) Part-FCL and Part-OPS for aeroplane examinations.
- b) Part-FCL and JAR-OPS 3 or Part-OPS when implemented, for helicopter examinations.
- c) Part-MED for relevant medical regulations.
- d) JAR-FCL 4 for flight engineer examinations.
- e) Part-FCL Learning Objectives (LOs) at appropriate level.

All candidates are reminded that Aeronautical Information Circulars (White) published by the CAA are the means of conveying early warnings of, and short notice changes to, any of the examination requirements or timetables.

## 2.11 Re-sits

Candidates cannot apply to re-sit examinations, which they believe they may have failed, until they have received the official result notification.

## 3 Part-FCL ATPL(A)/(H) Theoretical Knowledge Examination Requirements

Theoretical knowledge examination subjects for **ATPL** level are available over a four day period as shown below.

### Day One

Principles of Flight 0930-1030  
Airframes/Systems 1045-1245  
Mass & Balance 1345-1445  
Performance 1500-1600  
Daily Total 5 hours

**Day Two**

Instrumentation 0900-1030

Operational Procedures 1045-1200

Flight Planning 1300-1500

Daily Total 4 hours 45 mins

**Day Three**

General Navigation 0900-1100

Radio Navigation 1115-1245

Meteorology 1345-1545

Daily Total 5 hours 30 mins

**Day Four**

Air Law 0900-1000

Human Performance and Limitations 1015-1115

VFR Communications 1130-1200

IFR Communications 1215-1245

Daily Total 3 hours

**Part-FCL ATPL(A) Papers**

Subject 010	Air Law
Subject 021	Aircraft General Knowledge
Subject 022	Aircraft General Knowledge – Instrumentation
Subject 031	Mass & Balance
Subject 032	Performance Aeroplanes
Subject 033	Flight Planning and Monitoring
Subject 040	Human Performance
Subject 050	Meteorology
Subject 061	General Navigation
Subject 062	Radio Navigation
Subject 070	Operational Procedures
Subject 081	Principles of Flight Aeroplanes
Subject 091	VFR Communications
Subject 092	IFR Communications

**Part-FCL ATPL(H)/IR Papers**

Subject 010	Air Law
Subject 021	Aircraft General Knowledge
Subject 022	Aircraft General Knowledge – Instruments
Subject 031	Mass & Balance
Subject 033	Flight Planning and Monitoring
Subject 034	Performance Helicopter
Subject 040	Human Performance
Subject 050	Meteorology
Subject 061	General Navigation
Subject 062	Radio Navigation
Subject 071	Operational Procedures
Subject 082	Principles of Flight Helicopters
Subject 091	VFR Communications
Subject 092	IFR Communications

**Part-FCL ATPL(H) VFR Papers**

Subject 010	Air Law
Subject 021	Aircraft General Knowledge

Subject 022	Aircraft General Knowledge – Instruments
Subject 031	Mass & Balance
Subject 033	Flight Planning and Monitoring
Subject 034	Performance Helicopter
Subject 040	Human Performance
Subject 050	Meteorology
Subject 061	General Navigation
Subject 062	Radio Navigation
Subject 071	Operational Procedures
Subject 082	Principles of Flight Helicopters
Subject 091	VFR Communications

#### **4 Part-FCL CPL(A)/(H) Theoretical Knowledge Examination Requirements**

Theoretical knowledge examination subjects for **CPL** level are available over a three day period as shown below.

##### **Part-FCL CPL(A) Examinations**

###### **Day One**

Principles of Flight Aircraft 0900-0945  
Airframes 1000-1130  
Performance 1145-1230  
Flight Planning 1330-1500  
Daily Total 4 hours 30 mins

###### **Day Two**

Navigation 0900-1030  
Meteorology 1045-1215  
Operational Procedures 1315-1400  
Air Law 1415-1500  
Human Performance and Limitations 1515-1600  
VFR Communications 1615-1645  
Daily Total 5 hours 45 mins

###### **Day Three**

Instrumentation 0900-1000  
Radio Navigation 1015-1045  
Mass and Balance 1100-1200  
Daily Total 2 hours 30 mins

##### **Part-FCL CPL(H) Examinations**

###### **Day One**

Principles of Flight 0900-1000  
Airframes 1015-1145  
Performance 1200-1245  
Flight Planning 1345-1515  
Daily Total 4 hours 45 mins

###### **Day Two**

Navigation 0900-1030  
Meteorology 1045-1215

Operational Procedures 1315-1400  
Air Law 1415-1530  
Human Performance and Limitations 1515-1600  
VFR Communications 1615-1645  
Daily Total 5 hours 45 mins

#### Day Three

Instrumentation 0900-1000  
Radio Navigation 1015-1045  
Mass and Balance 1100-1200  
Daily Total 2 hours 30 mins

### **Part-FCL CPL(A) Papers**

Subject 010 Air Law  
Subject 021 Aircraft General Knowledge  
Subject 022 Aircraft General Knowledge – Instruments  
Subject 031 Mass & Balance  
Subject 032 Performance Aeroplanes  
Subject 033 Flight Planning and Monitoring  
Subject 040 Human Performance  
Subject 050 Meteorology  
Subject 061 General Navigation  
Subject 062 Radio Navigation  
Subject 071 Operational Procedures  
Subject 081 Principles of Flight Aeroplanes  
Subject 091 VFR Communications

### **Part-FCL CPL(H) Papers**

Subject 010 Air Law  
Subject 021 Aircraft General Knowledge  
Subject 022 Aircraft General Knowledge – Instruments  
Subject 031 Mass & Balance  
Subject 033 Flight Planning and Monitoring  
Subject 034 Performance Helicopter  
Subject 040 Human Performance  
Subject 050 Meteorology  
Subject 061 General Navigation  
Subject 062 Radio Navigation  
Subject 071 Operational Procedures  
Subject 082 Principles of Flight Helicopters  
Subject 091 VFR Communications

## **5 Part-FCL IR (A) and IR (H) Theoretical knowledge Examination Requirements**

Theoretical knowledge examination subjects for **IR** level are available during one day and are in the order as stated below:

Flight Planning 0900-1030 (1hr 30mins)  
Air Law 1045-1130 (45mins)  
Human Performance and Limitations 1145-1230 (45mins)  
Meteorology 1315-1445 (1hr 30mins)  
Instruments 1500-1530 (30mins)



Radio Navigation 1545-1645 (1hr)  
IFR Communications 1700-1730 (30mins)  
Daily Total 6 hours 30 minutes

### **Part-FCL IR(A) and (H) Papers**

Subject 010 Air Law  
Subject 022 Aircraft General Knowledge – Instruments  
Subject 033 Flight Planning and Monitoring  
Subject 040 Human Performance  
Subject 050 Meteorology  
Subject 062 Radio Navigation  
Subject 092 IFR Communications

## **6 Pass Standards**

Pass standards for theoretical knowledge examinations can be found in Part-FCL.025, refer to CAP 804, Section 4, Part A, paragraph 3.

### **6.1 Failure to comply with Pass Standards**

An applicant failing to pass all of the relevant examinations within the time limits will be required to re-enter the examinations as though for an initial attempt. An applicant will be required to complete approved theoretical knowledge refresher training as determined by the ATO & receive a recommendation to retake the theoretical knowledge examination subjects as set out in FCL.025.

A candidate who completed ATPL, CPL and/or IR theoretical knowledge instruction at the discretion of an approved training provider i.e. conversion from a non-EASA qualification, will be required to complete further theoretical knowledge instruction at the discretion of an approved training provider.

All applications for resits must be countersigned by the authorised signatory of an approved training provider. A candidate who qualifies for exemption from approved theoretical knowledge training (i.e. some non-EASA ATPL conversions) is not subject to this requirement.

### **6.2 Prohibition on re-sitting examinations for which valid passes are held**

Once a valid pass has been obtained, candidates may not re-sit an examination for any reason, including to attempt to obtain higher marks. Examinations that have been passed may only be retaken when the passes previously achieved are no longer valid.

## **7 Credits**

Details of Part-FCL Theoretical Examination Credits can be found within the appropriate section for the licence being sought.

## **8 Validity Period**

Potential candidates for the Part-FCL ATPL theoretical knowledge examinations should first consider the implications of Part-FCL.025 (c)(2) that relates to the validity period. See CAP 804 Section 4, Part A, paragraph 3.

### **8.1 Failure to comply with Acceptance Period**

If a CPL and IR for aeroplanes (or CPL and type rating in the case of helicopters) are not granted within the 36 month acceptance period then the ATPL theory credit will lapse

and candidates will be required to re-pass all ATPL theoretical knowledge examinations to regain ATPL theory credit. However, where a candidate has previously passed all ATPL theoretical knowledge examinations but was not granted a CPL/IR within the 36 month acceptance period, the amount of ATPL theoretical knowledge instruction will be at the discretion of the Approved ATO.

## 9 Crediting of Examination Passes for lower level licences

The CAA has notified an Alternative Means of Compliance to provide for the crediting set out below.

Where passes are obtained in all of the ATPL examinations these are acceptable for the CPL, PPL or LAPL in the same aircraft category. (i.e. Where a candidate who has passed the ATPL examinations does not wish to complete training towards the ATPL (CPL/IR with ATPL examination credit) or MPL, the examination passes may be credited to obtain the CPL, PPL or ATPL for the aircraft category; subject to their calendar validity).

Where passes are obtained in all of the CPL examinations these are acceptable for the PPL or LAPL in the same aircraft category. (i.e. Where a candidate who has passed the CPL examinations does not wish to complete training towards the CPL, the examination passes may be credited to obtain the PPL or LAPL for the aircraft category; subject to their calendar validity).

Consistent with this, ATPL Level theoretical knowledge instruction and examinations may be included in an approved course for CPL or CPL/IR.

In some circumstances a candidate who has previously attempted some ATPL theoretical knowledge examinations may wish to consider attempting examinations at a lower level (i.e. CPL and/or IR). A candidate who has failed to obtain a pass in any subject at ATPL level will be required to enter for the CPL and/or IR examinations as though for an initial sitting. A candidate who has previously completed an approved ATPL theoretical knowledge course may be credited with the CPL and/or IR theoretical knowledge course. Candidates will be required to enter for these theoretical knowledge examinations via an approved CPL ATO. A candidate who has passed at least one subject at ATPL level may be credited the equivalent subject at CPL and/or IR level as detailed below:

CPL or IR Examinations	Associated ATPL Examination
Aircraft General Knowledge	Airframe/Systems/Power-plant Instruments/ Electronics
Flight Performance and Planning	Mass and Balance Performance Flight Planning and Monitoring
Navigation	General Navigation Radio Navigation

## 10 Crediting of Theoretical Knowledge (Bridge Instruction)

Part-FCL Appendix 1 provides for theoretical knowledge credits for the holder of a licence for a specific aircraft category seeking to obtain a licence for a different aircraft category. Theoretical knowledge exam credits are subject to the completion of specific bridge instruction and examinations. The theoretical knowledge requirements set out in this section replicate those set out in Appendix 1 to Part-FCL, and are broken down into the requirements for each level of licence.

## 11 Examination arrangements

All examination booking application forms for the bridging examinations (including re-sits), must be countersigned by the authorised signatory of an approved training provider.

The Composite bridging examination for ATPL(A)/(H) will be scheduled for 13.00 on Day 2 of the published examination timetable i.e. together with candidates for the Flight Planning and Monitoring examination. The Composite bridging examination for CPL(A) will be scheduled for 10.00 on Day 1 of the published examination timetable i.e. together with candidates for the Aircraft General Knowledge examination.

**NOTE:** In circumstances where an approved bridge instruction course is not available, PL will permit candidates to complete theoretical knowledge instruction, at the appropriate level, at the discretion of the Head of Training of an approved training provider. However, candidates should consider carefully that in this circumstance preparation for the Composite bridge examination may be affected, as the training provider may not have the materials (such as practice papers) to prepare the candidate for the examination.

## 12 E-EXAMS

The UK Civil Aviation Authority (CAA), as the Competent Authority for the Aircrew Regulation in the UK, is introducing electronic-examinations (e-Exams) for commercial flight crew as of the 1st June 2014 to replace the current paper-based examining system.

### 12.1 Transition to e-Exams

The CAA will transition from paper-based examinations to electronic-examinations (e-Exams) in three phases. The phases are:

- **Phase 1:** Part-FCL (ATPL, CPL & IR Aeroplane & Helicopter). Completion by July 2014;
- **Phase 2:** Covers the Aircraft Maintenance Licence. Completion by December 2014);
- **Phase 3:** CPL Balloons, BPL, SPL, PPL, LAPL, and Seamanship for flight crew. Completion during 2015 following further review.

### 12.2 Venues and Information

12.2.1 Some ATO's will have an onsite e-Exams capability, others will continue to use CAA open venues. The CAA's Aviation House examination venue will operate as an open venue with increased examining days and seat availability.

12.2.2 Information on e-Exam and venues is available at <http://www.caa.co.uk/default.aspx?catid=2026>

12.2.3 The international venues will remain as currently available and published at <http://www.caainternational.com>

### 12.3 Queries

Any queries or further guidance required concerning the e-exam process should be addressed to:  
[FCLExams@caa.co.uk](mailto:FCLExams@caa.co.uk)

INTENTIONALLY LEFT BLANK

## Appendix 1 Examination Briefing

This Appendix contains the briefing that is delivered to candidates by the invigilator prior to commencement of theoretical knowledge examinations. The actual briefing content may be varied at the discretion of the CAA.

- Bags and coats are to be placed at the rear/front of the exam room, or separate area if provided. Please remove all headwear and place on the floor. Check that telephone and watch alarms are switched off and that mobile phones are turned OFF and placed away from your person (i.e. in a bag, etc.). Photo ID must be placed on the desk and will be checked during every exam. Acceptable forms of photographic ID are: valid passport, UK Forces ID, photographic Driving Licence, School passes and Company ID. **All forms of ID must be photographic.**
- Please note the fire exits in the exam room. If the fire alarm sounds please leave all personal belongings and paperwork on the desk and leave the room quickly. Once the 'all clear' has been given the exam will restart and the time allowed will be extended to account for the time out of the room.
- All cases for pencils, navigation computers, electronic calculators and confirmation notifications are to be placed on the floor.
- Candidates must not attempt to communicate with other candidates.
- No electronic data storage or processing devices, photographic or communication devices are permitted in the examination room, except for electronic calculators as specified below:
  - Casio FX 83/85/300 series
  - Sharp EL-W531
  - Citizen SR-260
  - Texas Instruments TI-30XS

A up to date list of approved calculators is published on the CAA Website, all other calculators are prohibited.

- The only personal items of equipment allowed are:
  - A scientific, non-programmable, non-alphanumeric calculator without specific aviation functions
  - A mechanical navigation slide-rule (DR calculator) e.g CRP-5
  - Student Pilot Training Route Manual (TRM) for Flight Planning examination only
  - Protractor
  - Compass and Dividers
  - Ruler
  - One Highlighter Pen
  - Dictionaries, of any kind, are not permitted to be used during UK examinations.
- Candidates are to use only the pencil provided for completion of the answer sheet.
- Checks may be made on equipment during the exams.
- Check the details are correct on the cover sheet and enter postal address if different from that shown. The coversheet must stay on desk at all times, please note the start times for your exams and be available 10 minutes prior to each start time.

- Workings out must be done on the rough working paper provided.
- Start and finish times will be put on the board and times are taken from the clock in the exam room.
- Any writing before the start of the exam, other than details requested on the examination paperwork will not be tolerated.
- Check the exam paperwork on your desk. Once you are satisfied that it is correct, including appendices, sign and date the exam paper. Read the instructions on the top left hand corner regarding how to fill out the answer sheet. Encode the exam and candidate number in pencil only. Do not make any other marks on the sheet apart from your answers.
- Be aware of the 5 minute warning which will be given before the end of the exam.
- Pencils must be put down immediately when time is called, otherwise disciplinary action will be taken. Answers must be transferred during the examination time.
- Candidates who choose to record answers on the question paper or elsewhere before copying onto the answer sheet must do so within the time allotted for the examination. No additional time will be allowed for transferring answers onto the answer sheet. Answers recorded anywhere other than the answer sheet will not be taken into account.
- No extra time will be given after the exam has finished for candidates to write comments or queries. This must be done during the exam.
- During the exam only general questions may be answered by the invigilator. You will not be given meanings or explanations of words used in the question papers.
- At the end of the exam please remain seated until all paperwork is collected.
- If you finish your exam early please raise your hand and remain silent. Remain seated until your paperwork is collected and checked, then you may leave the exam room quietly. Be considerate of others still working.
- Appendices can be detached and handed in with the exam paperwork. Each separated appendix must have your name on it.
- The exam room will be locked during lunchtimes and personal items may be left in the room. Personal items left anywhere are your own responsibility.
- Silence is to be observed in the examination room at all times. If you wish to speak with the Invigilator remain seated and raise your hand.

## Part E Personal Flying Logs and recording of Flight Time

This Part sets out the requirements and guidance for Log annotation. The Part-FCL and Air Navigation Order requirements are listed below so that pilots have the information needed to maintain records that meet both European and national requirements.

### 1 General information

Flight crew logs must be kept in accordance with the provisions of Article 79 of the UK ANO as amended and must also conform to Part-FCL (AMC FCL.050 refers). Part-FCL states that flight time shall be recorded in a manner specified by the Authority.

- 79 (1) Every member of the flight crew of an aircraft registered in the United Kingdom and every person who engages in flying for the purpose of qualifying for the grant or renewal of a flight crew licence under this Order or a flight crew licence issued by the CAA under Part-FCL must keep a personal flying log in which the following information must be recorded:
- (a) the name and address of the holder of the log;
  - (b) detailed information about the holder's licence (if any) to act as a member of the flight crew of an aircraft; and
  - (c) the name and address of the holder's employer (if any).
- (2) Detailed information about each flight during which the holder of the log acted either as a member of the flight crew of an aircraft or for the purpose of qualifying for the grant or renewal of a licence under this Order must be recorded in the log as soon as reasonably practicable after the end of each flight.
- (3) The information recorded in accordance with paragraph (2) must include:
- (a) the date, the places at which the holder of the log embarked on and disembarked from the aircraft and the time spent during the course of a flight when the holder was acting in either capacity;
  - (b) the type and registration marks of the aircraft;
  - (c) the capacity in which the holder acted in flight;
  - (d) information about any special conditions under which the flight was conducted, including night flying and instrument flying; and
  - (e) information about any test or examination undertaken by the holder of the log whilst in flight.
- (4) Information about any test or examination undertaken whilst in a flight simulator must be recorded in the log, including:
- (a) the date of the test or examination;
  - (b) the type of simulator;
  - (c) the capacity in which the holder acted; and
  - (d) the nature of the test or examination.
- (5) For the purposes of this article, a helicopter is in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

## 2 Required information

- 2.1 Part-FCL.050 and the ANO require a flight crew member to keep a personal flying log in which at least the following particulars are recorded:

Information	Required By
Personal details: Name and address of the pilot	Part-FCL / ANO
<b>For each flight:</b>	
Name of Pilot-in-command;	Part-FCL
Date of flight;	Part-FCL / ANO
Place and time of departure and arrival;	Part-FCL
Type, including make, model and variant, and registration of the aircraft;	Part-FCL / ANO
Indication if the aircraft is single-engine or multi-engine;	Part-FCL
Total time of flight;	Part-FCL / ANO
Accumulated total flight hours.	Part-FCL
The capacity in which the holder acted in flight;	ANO
Information about any special conditions under which the flight was conducted, including night flying and instrument flying	ANO
Information about any test or examination undertaken by the holder of the log whilst in flight.	ANO
<b>For each flight simulator or FNPT session:</b>	
Type and qualification number of the training device	Part-FCL
Synthetic training device instruction	Part-FCL
Date	Part-FCL / ANO
Total time of session	Part-FCL
Accumulated total time	Part-FCL
The capacity in which the holder acted	ANO
The nature of any test or examination taken	ANO

- 2.1.1 Details on pilot function, namely pilot-in-command, including solo, student pilot-in-command and pilot-in-command under supervision time, co-pilot, dual, flight instructor or flight examiner.
- 2.1.2 Operational conditions, namely if the operation takes place at night, or is conducted under instrument flight rules.
- 2.2 Pilots applying for a licence or rating are strongly advised to use a log complying with Part-FCL.050 AMC No.1 to facilitate its issue.

## 3 Logging of time

### 3.1 Pilot-in-command flight time

- a) The holder of a licence may log as pilot-in-command time, all of the flight time during which he is the pilot-in-command.



- b) The applicant for or the holder of a pilot licence may log as pilot-in-command time all solo flight time, flight time as student pilot-in-command and flight time under supervision provided that such SPIC time and flight time under supervision are countersigned by the instructor. Crediting of SPIC is restricted to students of integrated training courses only.
- c) The holder of an instructor certificate may log as pilot-in-command all flight time during which he/she acts as an instructor in an aircraft.
- d) The holder of an examiner's certificate may log as pilot-in-command all flight time during which he/she occupies a pilot's seat and acts as an examiner in an aircraft.
- e) A co-pilot acting as pilot-in-command under supervision on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by Part-OPS provided such pilot-in-command time under supervision is countersigned by the pilot-in-command.
- f) If the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.

### 3.2 **Co-pilot flight time**

The holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.

### 3.3 **Cruise relief co-pilot flight time**

A cruise relief co-pilot may log all flight time as co-pilot when occupying a pilot's seat.

### 3.4 **Instruction time**

A summary of all time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc. may be logged if certified by the appropriately rated and/or authorised instructor from whom it was received.

### 3.5 **PICUS (Pilot-in-command under supervision)**

Provided that the method of supervision is acceptable to the authority, a co-pilot may log as PIC flight time flown as PICUS, when all the duties and functions of PIC on that flight were carried out, in such a way that the intervention of the PIC in the interest of safety was not required.

A remarks column will be provided to give details of specific functions e.g. SPIC, PICUS, instrument flight time\* etc.

\* Instrument flight time is the time when flying by sole reference to instruments.

### 3.6 **Logging of Flight Hours gained in the USA**

Some flight hour recording practices allowable in the USA do not comply with European and UK requirements. In particular:

- 2 pilots flying together in a single pilot aircraft both claiming P1 hours;
- One pilot accompanying another on newsgathering or traffic control flights and claiming P1/PIC when they have not acted as Captain or signed for the aircraft.

Flying hours of this nature cannot be credited towards the requirements for Part-FCL or UK Licences.

## **4      Format of the record**

- 4.1      Details of flights flown for commercial air transport may be recorded in a computerised format maintained by the operator. In this case an operator should make the records of all flights operated by the pilot, including differences and familiarisation training, available upon request to the flight crew member concerned.
- 4.2      For other flights, the pilot must record the details of the flights flown in a log. The following format is strongly recommended.

## PILOT'S PERSONAL FLYING LOG

Holder's name

Holder's licence number

HOLDER'S ADDRESS:	
..... ..... ..... [space for address change]	..... ..... ..... [space for address change]
..... ..... ..... [space for address change]	..... ..... ..... [space for address change]
..... ..... ..... [space for address change]	..... ..... ..... [space for address change]

[illegible]

TOTAL TBM

## INSTRUCTIONS FOR USE

- 1 FCL.050 requires holders of a pilot licence to record details of all flights flown. This log enables pilot licence holders to record flying experience in a manner which will facilitate this process while providing a permanent record of the licence holder's flying. Pilots who fly regularly aeroplanes and helicopters or other aircraft categories are recommended to maintain separate logs for each aircraft category.
- 2 Flight crew log entries should be made as soon as practicable after any flight undertaken. All entries in the log should be made in ink or indelible pencil.
- 3 The particulars of every flight in the course of which the holder of a flight crew licence acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for each flight, provided that if an aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.
- 4 Flight time is recorded:
  - (i) for aeroplanes, touring motor gliders and powered-lift, 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;
  - (ii) for helicopters, 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;
  - (iii) for airships, 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;
  - (iv) for sailplanes, 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;
  - (v) for balloons, 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.
- 5 When an aircraft carries two or more pilots as members of the operating crew, one of them shall, before the flight commences, be designated by the operator as the aircraft pilot-in-command, in accordance with Part-OPS, who may delegate the conduct of the flight to another suitably qualified pilot. All flying carried out as pilot-in-command is entered in the log as 'pilot-in-command'. A pilot flying as 'pilot-in-command under supervision' or 'student pilot-in-command' enters flying times as 'pilot-in-command' but all such are certified by the pilot-in-command or flight instructor in the 'Remarks' column of the log.

6

**Notes on recording of flight time:**

- Column 1: enter date (dd/mm/yy) on which the flight commences.
- Column 2/3: enter place of departure and destination either in full or the internationally recognised three or four letter designator. All times should be UTC.
- Column 5: indicate whether the operation was single or multi-pilot, and for single-pilot operation whether single or multi-engine.

Example:

1 DATE (dd/mm/yy)	2 DEPARTURE		3 ARRIVAL		4 AIRCRAFT		5			6 TOTAL TIME OF FLIGHT	7 NAME PIC	8 LANDINGS	
	PLACE	TIME	PLACE	TIME	MAKE, MODEL, VARIANT	REGISTRA- TION	SINGLE- PILOT TIME	SE	ME			DAY	NIGHT
14/11/11	LFAC	1025	EGBJ	1240	PA-34-250	G-SENE				2	15	1	
15/11/11	EGBJ	1810	EGBJ	1930	C152	G-NONE				1	20	2	
22/11/11	LGW	1645	LAX	0225	B747-400	G-ABCD				9	40	1	

Column 6: total time of flight may be entered in hours and minutes or decimal notation as desired.

Column 7: enter name of pilot-in-command or SELF as appropriate.

Column 8: indicate number of landings as pilot flying by day and/or night.

Column 9: enter flight time undertaken at night or under instrument flight rules if applicable.

Column 10: Pilot function time:

- enter flight time as pilot-in-command (PIC), student pilot-in-command (SPIC) and pilot-in-command under supervision (PICUS) as PIC,
- all time recorded as SPIC or PICUS is countersigned by the aircraft pilot-in-command/flight instructor in the Remarks (column 12),
- instructor time should be recorded as appropriate and also entered as PIC.



Column 11: Flight Simulator (FS) or Flight Navigation Procedures Trainer (FNPT):

- for FS enter type of aircraft and qualification number of the device. For other flight training devices enter either FNPT I or FNPT II as appropriate.

Total time of session includes all exercises carried out in the device, including pre- and after-flight checks.

Enter type of exercise performed in the Remarks (column 12), e.g. operator proficiency check, revalidation.

- Column 12: the Remarks column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:
  - instrument flight time undertaken as part of the training for a licence or rating,
  - details of all skill tests and proficiency checks,
  - signature of PIC if the pilot is recording flight time as SPIC or PICUS,
  - signature of instructor if flight is part of a single-engine piston or touring motor glider class rating revalidation.

7 When each page is completed, accumulated flight time/hours should be entered in the appropriate columns and certified by the pilot in the Remarks column.

Example:

9			10				11			12
OPERATIONAL CONDITION TIME			PILOT FUNCTION TIME				SYNTHETIC TRAINING DEVICES SESSION			REMARKS AND ENDORSEMENTS
NIGHT	IFR		PILOT-IN COMMAND	COPILOT	DUAL	INSTRUCTOR	DATE (dd/mm/yy)	TYPE	TOTAL TIME OF SESSION	
	2	15	2	15						
1	20		1	20		1	20			
							20/11/11	B747-400 (Q1234)	4 10	Night rating training (A L Pilot)
8	10	9	40	9	40					Revalidation Prof Check
										PIC(US) C Speaking

## **5 Presentation of flight time record**

- 5.1 The holder of a licence or a student pilot shall without undue delay present his flight time record for inspection upon request by an authorised representative of the Authority.
- 5.2 A student pilot shall carry his flight time record log with him on all solo cross-country flights as evidence of the required instructor authorisations.

## **6 Aeroplane flight time**

- 6.1 An aeroplane shall be deemed to be in flight from the moment the aircraft moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight.

## **7 Helicopter flight time**

- 7.1 A helicopter shall be deemed to be in flight from the moment the 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.

## **8 Synthetic Training Device (STD)**

- 8.1 Particulars of any training session, test or examination undertaken whilst in an STD shall be recorded in the log, including, for each flight simulator, BITD or FNPT session:
  - a) the date of the session, test or examination (dd/mm/yy);
  - b) type and qualification number of training device;
  - c) synthetic training device instruction;
  - d) the capacity in which the holder acted;
  - e) the nature of the session, test or examination;
  - f) total time of session;
  - g) accumulated total time.
- 8.2 STD time is creditable towards courses and licence issue but is not flight time and must not be recorded as such. STD time must be logged separately from flight time recorded in the log.

## 9 Guide to log annotations

Case	Operating Capacity	Non-pilot licence requirements	Designation in log under 'Holder's Operating Capacity'	Recording of item in log
1	2	3	4	5
A	Pilot-in-Command	N/A	PIC or P1	Enter time in 'P1' column.
B	Co-pilot performing the duties of PIC under supervision of pilot-in-command  (see Notes)	N/A	PICUS or P1 U/S	Enter time in 'P1' column. Counted in full toward licence experience requirements subject to certification by the pilot-in-command.
C	Co-pilot (see Notes)	N/A	P2	Enter time in 'Second pilot' or in 'Co-pilot (P2)' column.
D	Co-pilot whilst holding PPL	N/A.	P2	As for 'C'
E	Pilot acting as: (i) Systems Panel Operator (SPO) in aircraft certificated for optional operation by three pilot crew; (ii) Flight Engineer in aircraft certificated for optional or mandatory operation by two pilots + FE crew.	N/A  FE licence with rating	SPO  E1	Enter time in the 'F Eng',  'Any other flying' or spare column and annotate 'SPO' or 'F Eng' as appropriate.
F	Pilot on flight deck but not as P1, P2, SPO or FE: (i) Acting as 'required' Flight Navigator (under the Air Navigation Order); (ii) Pilot supervising Co-pilot activities; (iii) No duties assigned (Supernumerary);	F/N licence  N/A  N/A	N1  P2  SNY	Enter time in the 'F/Nav',  'Any other flying' or spare column and annotate 'N1'.  Enter as for case C. Enter time in 'Any other flying' or spare column and annotate 'SNY'.
G	Pilot under instruction for the purpose of gaining a licence or rating, or for conversion to an aircraft type within an aircraft rating group or class.	N/A	P/UT	Enter time in 'Dual' column.
H	Student Pilot-in-Command. (Pilot acting as pilot-in-command during an approved integrated course of training, under the supervision of a flight instructor. The flight instructor shall only observe the student acting as pilot-in-command and shall not control the flight of the aircraft). (see Notes)	N/A	SPIC	Enter time in 'P1' column.  SPIC may be recorded only by students of Integrated training courses during such a course.

J	Pilot undergoing any form of flight test with a EASA or CAA Authorised Examiner (other than case K).	N/A	PICUS for successful Test P/UT for unsuccessful test (including partial pass)	Enter time in 'P1' column and have it certified by aircraft commander. Enter time in 'Dual' column
K	Pilot undergoing a flight test in the capacity of co-pilot.	N/A	P2	As for case C.
L	Student pilot flying as the sole occupant of an aircraft during training for the grant of a PPL or CPL.	N/A	PIC or P1.	Enter time in 'P1' column
M	Student pilot flying as pilot-in-command during training for a CPL	N/A	PIC or P1	As for case L.
N	Pilot acting as Safety Pilot	N/A	SNY	As for case F(iii).
P	(i) Pilot undergoing Flight Instructor Course training as pilot-in-command accompanied by:	N/A	PIC or P1	Roles in column 2 are interchangeable between pilots. Time spent as 'P1' to be entered as case L.
	(ii) Pilot acting as 'student' for instructional purposes.	N/A	SNY	Time spent as 'student' to be entered and count as case F(iii).
R	Pilot acting as 'Cruise Pilot' only (see Notes)	N/A	See Notes on 'heavy' crew below	See Notes on 'heavy' crew below

**NOTES:** The terms Pilot-in-Command, Co-pilot, Flight Crew and Crew shall have the interpretation given them by Article 255 (1) of the Air Navigation Order and Part-FCL.

- 1 Whenever two members of flight crew acting in the same capacity share a particular operating duty, each performing such duty for particular periods only and neither acting under the supervision of the other, only the time during which the duty was performed is to be recorded in the appropriate column of the personal flying log.
- 2 A pilot claiming time spent as co-pilot performing the duties and functions of pilot-in-command, under the supervision of the pilot-in-command, toward meeting the licence requirements as given in Case B, will be credited with that flight time only if:
  - a) i) the flight was conducted in an aircraft defined in the Flight Manual and aircraft airworthiness certification documents that the minimum crew is two pilots; or  
ii) it is being flown under an Air Operators Certificate or equivalent document that requires that it be operated with a co-pilot.
  - b) he was responsible for checking the accuracy of the flight plan, load sheet and fuel calculations for the flight;
  - c) he ensured that all crew checks were carried out in accordance with the laid down operation procedures;
  - d) throughout the flight he carried out all the duties and functions of pilot-in-command and conducted the take-off and the landing;
  - e) he resolved all meteorological, communication and air traffic control problems;
  - f) the pilot-in-command did not have to overrule any course of action proposed or taken by the co-pilot;

- g) the pilot-in-command certifies in the co-pilot's flying log against the entry for that flight that it was carried out by the co-pilot acting as pilot-in-command under supervision. Such certification will be taken as confirming that all the foregoing conditions were met.
- 3 A pilot claiming flying hours as co-pilot towards meeting the overall flying experience requirements for a licence, as provided for in cases C,D, F(ii) or K, will only be credited with that flight time if holding an appropriate licence to perform co-pilot duties, and if:
- a) the flight was conducted in an aircraft required by its Certificate of Airworthiness, or by Article 25 (3) of the Air Navigation Order 2009, to carry a crew of not less than two pilots; or
  - b) the flight was conducted by an AOC holder choosing to operate a particular aircraft as a two pilot operation and provided that the specific duties that the second pilot was required to perform on all flights in respect of the operation of the aircraft were contained in the Operations Manual relating to the aircraft; or
  - c) it was conducted in a military aircraft normally flown by more than one pilot; or
  - d) exceptionally in Cases C and D, and subject to prior agreement with the CAA, it was conducted in an aircraft not required to carry two pilots but which was fitted with full dual controls for that flight, and the pilot-in-command certifies in the co-pilot's log that the flight was conducted as a genuine two pilot operation.

Flight time as PICUS, apart from as specifically provided for under Case J above, will only be allowable for the holder of a PPL subject to the terms of a prior agreement with the CAA.

## 10 'Heavy' Crew

When an aircraft crew consists of more than the required number of pilots (i.e. a 'heavy' crew) the rules for logging of flight time are as per Part-FCL.050, but for clarification the following should apply:

### 10.1 Pilot in Command

The designated commander of the aeroplane may log as pilot in command all the flight time. This includes rest taken on board.

### 10.2 Co-Pilot

- The designated co-pilot of the aeroplane may log as co-pilot all the time he acts as co-pilot whilst sitting in a pilot's seat.
- He may log as PICUS all the time he occupies a pilot's seat and acts as pilot-in-command under the supervision of the pilot in command or a cruise relief pilot substituting for the pilot in command.
- He may also log as pilot in command all the time he is acting as pilot in command and substituting for the designated commander of the aircraft when he is taking rest.
- He may not log as flight time any periods during which he does not occupy a pilot's seat.

### 10.3 Cruise Relief Pilot

- A cruise relief pilot may log as pilot in command all the time he occupies a pilot's seat as relief for the designated commander.
- He may log as co-pilot all the time he occupies a pilot's seat as relief for the co-pilot.

- He may log as PICUS all the time he occupies a pilot's seat and acts as pilot in command under the supervision of the designated commander or his relief.

#### 10.4 **Student Pilot-in-Command**

A student on a CPL(A)/IR, CPL(H) or ATPL(A)/(H) Integrated Course of flying training may log flight time on instrument training flights as SPIC when flying with an instructor qualified to give instrument flight instruction. The instructor must be the holder of a valid professional licence, instructor rating, instrument rating and IRI privileges. SPIC time shall be credited as pilot-in-command time, unless the flight instructor had reason to control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command.

#### 10.5 **Mutual Flying on a Flight Instructor Course**

- 10.5.1 During the course of training for an FI rating, AMC Part-FCL.930 Part 2, (h) makes provision for two student instructors to fly together to practice flight demonstrations, known as mutual flying.
- 10.5.2 If this cannot be scheduled the mutual flying part of the course may only be undertaken with another FI. AMC Part-FCL.930 Part 2, (h) states that "During training, except when acting as a student pilot for mutual flights, the student instructor shall occupy the seat normally occupied by the FI."
- 10.5.3 Therefore, only the student instructor acting as the FI and occupying the instructor's seat may claim the mutual flight time towards the course requirements. The student instructor acting as a student pilot and occupying the student pilot's seat is not entitled to claim any flight time for this exercise.

## Part F Skill Tests

- 1 Where applicants for a Part-FCL or UK National Licence or a rating to be included in a licence are required to pass a Skill Test, this shall be with an appropriately qualified Flight Examiner. With the exception of skill test for Microlight privileges and other NPPL privileges, examiners shall not test applicants to whom they have given more than 25% of the flight instruction for the qualification applied for.
- 2 Applicants wishing to undergo a Skill Test for the purpose of issue, renewal or revalidation of a Part-FCL licence shall meet all the requirements for the appropriate licence as set out in Section 4. Details of the Skill Test requirements can be found in Section 4 for each Part-FCL licence issued by the CAA.
- 3 Applicants wishing to undergo a Skill Test for the purpose of issue, renewal or revalidation of a UK non EASA Licence shall meet the requirements as set out in Section 5 for the relevant National Licence issued by the CAA.
- 4 An applicant for a Part-FCL licence may not take the Skill Test until **all** of the associated theoretical knowledge examinations have been passed.
- 5 An applicant for a Part-FCL licence may not take the Skill Test until **all** required flying training has been completed.
- 6 All Sections of the Skill test shall be completed within 6 months.
- 7 There is no limit to the number of Skill Tests that may be attempted, however failure to pass all sections in 2 attempts will require further training.

Further details on the content of training, skill test/proficiency check, conduct of test/check, specific requirements, pass marks. Flight test tolerances, cross crediting for IR and sample test form layouts can be found in Section 4, Part L, Appendices 7, 8 and 9 to Part-FCL as applicable.

INTENTIONALLY LEFT BLANK



## **Part G                      Safety Directives, Safety Notices and Information Notices and AICs**

### **1                      General information**

There is always a need to update information provided to those persons involved in aviation. There are various publications provided by the CAA. Most of these provide information that will remain current until there is a change in the legislation. However, there are many occasions when the CAA has a need to provide information quickly to licence holders and other, or to notify information that is only valid for a limited period of time. The following are the main ways such information will be provided.

### **2                      CAA Safety Directives, Safety Notices and Information Notices**

- 2.1                      With effect from 1 January 2011, the CAA changed the way in which it communicates safety related and other information messages to those regulated.
- 2.2                      Previously, this information has been communicated via a number of different formats and newsletters (such as FODCOMs, ATSINs, AIRCOMs, NATMAC Informatives, NOTALs, NOTEX and TrainingComms) which have been issued by different business areas within the CAA.

### **3                      Scope**

- 3.1                      This Part G describes the current style of CAA communications to individuals and organisations that regularly receive communications from the CAA.

### **4                      Current CAA Communications**

- 4.1                      The current communications, which came into use from January 2011, have a three-tiered approach for different levels of communications.

## 4.2 Safety Directive



This symbol is in  
RED

A Safety Directive will be issued in circumstances where the action required is mandatory by means of the Directive and is legally enforceable. The Directive will specify which law or regulation makes the Directive legally enforceable, the action required, by whom and the time limit for compliance. The Safety Directive will be identified by a red circle in the top left hand corner.

## 4.3 Safety Notices



This symbol is in  
YELLOW

A Safety Notice will be issued in circumstances where the information conveyed is highlighting safety concerns which are already addressed by established requirements and regulations. The Safety Notice will be identified by a yellow triangle in the top left hand corner.

## 4.4 Information Notice



This symbol is in  
BLUE

An Information Notice will be issued when the information does not convey any specific safety issues and does not require any action other than to note and promulgate the content. Information Notices will be identified by a blue rectangle in the top left hand corner.

4.5 The communications listed below were discontinued from 1 January 2011, and when they are amended or replaced, the information published via those documents previously will be published in the current format of communications as described above:

- |  |  |
|--|--|
| • AIRCOMs (Airworthiness Communication)            | • Heli TrainingCom (Helicopter Training Communication) |
| • ATSINs (Air Traffic Services Information Notice) | • NOTALs (Notice to Aerodrome Licence Holders)         |
| • CAA EASA Information Bulletin                    | • NOTEX (Notice to Examiners)                          |

- Flight Crew Training Notices
- SES Information Bulletins
- FODCOMs (Flight Operations Communication)
- TrainingComm (Training Communication)
- Info Alerts
- NATMAC Informatives

Any existing documents will remain available on the CAA website until they are cancelled or superseded.

- 4.6 Airworthiness Directives and Mandatory Permit Directives retain their existing formats and numbering systems. The only change is the addition of the 'Safety Directive' red disc, denoting that Airworthiness Directives and Mandatory Permit Directives fall within the family of safety critical information.
- 4.7 CAA Civil Aviation Publications (CAPs) are not affected by this change and continue to be published on the CAA website ([www.caa.co.uk/publications](http://www.caa.co.uk/publications)) and via the CAA's printers The Stationery Office (TSO). Other regular newsletters (such as GASIL) also continue to be published in their existing formats.
- 4.8 International standard methods of communication such as Aeronautical Information Circulars (AICs) and Notice to Airmen (NOTAMs) have not been affected by this change.

## 5 Reference Numbers

- 5.1 The CAA is using a sequential numbering system for all applicable communications; for example, a Safety Notice will be pre-fixed with an 'SN', followed by the year and a number (e.g. SN-2010/001). It should be noted that using certain search terms on the CAA publications search engine may result in a non-sequential list and therefore it may appear that some Notices are missing. Similarly, when viewing all Notices applicable to a subscription category, the document numbers may not always follow a sequential pattern. A search for all 'Safety Notices', 'Safety Directives' or 'Information Notices' will provide a complete list of all Notices.
- 5.2 Airworthiness Directives and Mandatory Permit Directives are an exception to this numbering system. As these Directives pre-exist these changes, they will retain their existing numbering system.

## 6 Website Notification Service

- 6.1 Existing subscribers to this service will continue to receive relevant information, in the new style communications, via the CAA Publications Subscription Notification e-mail and the appropriate RSS Newsfeeds.
- 6.2 Subscribers to the 'Safety Critical Information' category will receive **all** Safety Directives. **All** Safety Notices and Information Notices are notified through two new subscription categories, 'Safety Notices' and 'Information Notices'. Subscribers need to update their subscription categories ([www.caa.co.uk/subscriptions](http://www.caa.co.uk/subscriptions)) if they require notification of publication of **all** Safety Notices and Information Notices.

- 6.3 Subscribers wishing to receive notification of publication of Safety Directives, Safety Notices and Information Notices which are only applicable to their current subscription categories (e.g. Flight Operations, Aerodromes etc.) are **not** required to update their subscription as applicable communications continue to be sent.
- 6.4 NATMAC Informatives will initially continue to be distributed by e-mail; however, during the first half of 2011 the Directorate of Airspace Policy (DAP) will be making these notifications available on the CAA website and through the Publications Subscription Notification e-mail.
- 6.5 To unsubscribe go to [www.caa.co.uk/subscription](http://www.caa.co.uk/subscription), log in as normal and at the bottom of the page there is a button to unsubscribe.

## 7 Accessing Documents

- 7.1 Each Safety Directive, Safety Notice and Information Notice can be accessed by clicking on the link in the notification e-mail, which will link directly to the document summary.
- 7.2 Furthermore, each subscription category will contain applicable Safety Directives, Safety Notices and Information Notices listed alongside other documents such as CAPs.
- 7.3 Complete lists of Safety Directives, Safety Notices and Information Notices can be accessed via the 'Safety Critical Information', 'Safety Notices' and 'Information Notices' publication categories respectively.

## 8 Queries

- 8.1 Further information on the introduction of the new formats can be found on the CAA website at [www.caa.co.uk/publications](http://www.caa.co.uk/publications).
- 8.2 Any queries or further guidance required as a result of this communication should be addressed to:
- Telephone: +44 (0)1293 573781.
- E-mail: [infoservices@caa.co.uk](mailto:infoservices@caa.co.uk).

## 9 CAA Subscriptions

- 9.1 This is a free service designed to provide E-mail news and alerts to subscribers of our Publications [www.caa.co.uk/subscriptions](http://www.caa.co.uk/subscriptions)
- Publications have been divided into Categories according to subject matter.
  - E-mail Newsletters are periodic E-mails sourcing items from our News Feeds.
- 9.2 Please sign up for our Publications and Newsletters that you wish to be informed about. If you would prefer more immediate alerts of new or amended content, then we recommend that you use our RSS Newsfeed Service.



## 10 Aeronautical Information Circulars (AIC)

- 10.1 AICs are notices containing information that does not qualify for the origination of a NOTAM (Notice to Airmen) or for inclusion in the AIP (Aeronautical Information Publication). As a general rule, AICs refer to subjects that are of an administrative rather than an operational nature. They are, however, also used to publish advanced warnings of impending operational changes and to add explanation or emphasis on matters of safety or operational significance. Aeronautical chart issues and corrections are also notified through the medium of the AIC.
- 10.2 In order to facilitate easy selection of AICs they are printed on different coloured paper according to their subject matter as described below:
- |            |  |
|------------|--|
| White (W)  | Administration matters.  |
| Yellow (Y) | Operational matters including ATS facilities and requirements.                                       |
| Pink (P)   | Safety related topics.   |
| Mauve (M)  | UK Airspace Restrictions imposed in accordance with the Temporary Restriction of Flying Regulations. |
| Green (G)  | Maps and Charts.   |
- 10.3 They can be accessed by all from the Aeronautical Information Service page of the NATS web site: [www.nats-uk.ead-it.com](http://www.nats-uk.ead-it.com).

INTENTIONALLY LEFT BLANK

## **Part H                      Information for Air Operator Certificate holders**

### **1                      General information**

Annex III to Commission Regulation (EU) No 965/2012 (Part-ORO) of the EASA Operations Regulation sets out additional requirements that must be met by Flight Crew intending to exercise the privileges of their licence when conducting commercial and non commercial operations on behalf of an Air Operator Certificate (AOC) holder. It is the responsibility of the AOC holder to ensure the additional training requirements of Part-ORO are met by any Flight Crew intending to fly under the AOC approval. Further information on these additional requirements is set out in Section 4, Part S of this CAP 804.

Part-FCL requires that certain elements of training required to gain or maintain an EASA licence, rating or certificate must be conducted at an Approved Training Organisation (ATO) that is approved in accordance with Part-ORA. AOC holders intending to conduct such training must be approved as an ATO. Further information on ATO requirements is set out in Section 4, Part R of this CAP 804.

INTENTIONALLY LEFT BLANK



## Section 2 Overview of Pilot Licences and Training

### Part A Introduction

#### Categories of Aircraft:

The Category of Aircraft means the categorisation of aircraft according to specified basic characteristics, i.e. Aeroplane, Helicopter, Airship, Balloon, Sailplane and Powered Sailplane.

#### 1 European Licences

There are two levels of licence available: Non-commercial and Commercial. Within these two levels there are a variety of licences available with various privileges associated with each licence.

##### Non-commercial Licences:

- 1 The Light Aircraft Pilot Licence for Aeroplanes (LAPL(A)), Helicopters (LAPL(H)), Sailplanes (LAPL(S)) or Balloons (LAPL(B)).
- 2 The Private Pilot Licence for Aeroplanes (PPL(A)), Helicopters (PPL(H)) or Airships (PPL(As))

##### Commercial licences:

- 3 The Sailplane Pilot Licence (SPL) (restricted to non-commercial use only until experience requirements have been met. Refer to Section 4, Part C)
- 4 The Balloon Pilot Licence (BPL) (restricted to non-commercial use only until experience requirements have been met. Refer to Section 4, Part C)
- 5 The Commercial Pilot Licence for Aeroplanes (CPL(A)), Helicopters (CPL(H)) or Airships (CPL(As))
- 6 The Airline Transport Pilot Licence for Aeroplanes (ATPL(A)), Helicopters (ATPL(H))
- 7 The Multi-Crew Pilot Licence for Aeroplanes (MPL)

**Note:** LAPLs are not compliant with Annex I to the ICAO Convention (Chicago Convention) and countries outside of the EASA Member States are not obliged to recognise them.

In particular, the FAA does not grant FAR 61.75 Validations to LAPL holders. The minimum standard required for a FAR 61.75 Validation is a PPL.

Part-FCL Licence	Aeroplane	Helicopter	Airship	Balloon	Sailplane
<b>Non-commercial</b>					
<b>LAPL</b>	A non-ICAO licence which permits the holder to fly for leisure within Europe only, restricted to single engine piston aeroplanes and touring motor gliders below 2,000 kg MTOM and maximum of 3 passengers, no remuneration permitted	A non-ICAO licence which permits the holder to fly for leisure within Europe only, restricted to below 2,000 kg MTOM and maximum of 3 passengers, no remuneration permitted	Not Available	A non-ICAO licence which permits the holder to fly for leisure within Europe only, no remuneration permitted	A non-ICAO licence which permits the holder to fly for leisure within Europe only, no remuneration permitted
<b>PPL</b>	An ICAO licence which is for non-commercial use, no remuneration permitted, (however an instructor may receive remuneration for training others)	An ICAO licence which is for non-commercial use, no remuneration permitted (however an instructor may receive remuneration for training others)	An ICAO licence which is for non-commercial use, no remuneration permitted, (however an instructor may receive remuneration for training others)	Not Available	Not Available
<b>Commercial</b>					
<b>BPL</b>	Not Available	Not Available	Not Available	An ICAO licence which is for commercial use, but no remuneration is permitted until the holder meets the requirements of FCL.205.B	Not Available

<b>Part-FCL Licence</b>	<b>Aeroplane</b>	<b>Helicopter</b>	<b>Airship</b>	<b>Balloon</b>	<b>Sailplane</b>
<b>SPL</b>	Not Available	Not Available	Not Available	Not Available	An ICAO licence which is for commercial use, but no remuneration permitted until the holder meets the requirements of FCL.205.S
<b>CPL</b>	An ICAO licence which is for commercial use in aeroplanes requiring single crew only or to act in a non-command role in multicrew aeroplanes	An ICAO licence which is for commercial use in helicopters requiring single crew only or to act in a non-command role in multicrew helicopters	An ICAO licence which is for commercial use in airships requiring single crew only or to act in a non-command role in multicrew airships	Not Available	Not Available
<b>MPL</b>	An ICAO licence which is for commercial use to act in a non-command role in multicrew aeroplanes	Not Available	Not Available	Not Available	Not Available
<b>ATPL</b>	An ICAO licence which is for commercial use to act in a command role in multicrew aeroplanes	An ICAO licence which is for commercial use to act in a command role in multicrew helicopters	Not Available	Not Available	Not Available

## 1.1 **Training for Part-FCL Non-commercial Licences:**

### 1.1.1 **The Light Aircraft Pilot Licence for Aeroplanes (LAPL(A)) Helicopters (LAPL(H)) Sailplanes (LAPL(S)) or Balloons (LAPL(B))**

An LAPL is obtained through completing an approved LAPL course with an Approved Training Organisation (ATO) approved by the Authority, that is a minimum of:

- 30 hours flying for the LAPL(A);
- 40 hours flying for the LAPL(H);
- 15 hours flying for the LAPL(S); or
- 16 hours flying for the LAPL(B).

The privileges of this licence allow you to fly privately (not for remuneration or for any commercial purpose). The LAPL holder may act (without remuneration) as pilot of an aircraft carrying passengers for payment on flights referred to in Article 6 (4a) of Regulation (EU) No. 965/2012.

(Please refer to Section 4, Part B, for full LAPL details).

### 1.1.2 **The Private Pilot Licence (Aeroplane, Helicopter or Airships)**

A PPL is obtained through completing an approved PPL course with an Approved Training Organisation (ATO) approved by the Authority, comprising a minimum of:

- 45 hours flying for a PPL(A);
- 45 hours flying for a PPL(H); or
- 35 hours of flying for a PPL(As).

The privileges of this licence allow you to fly privately (not for remuneration or for any commercial operation), except that a PPL holder who holds a valid flight instructor (FI) or Flight Examiner (FE) rating may be paid to give instruction in flying or conduct skill tests, as applicable.

The PPL holder may act (without remuneration) as pilot of an aircraft carrying passengers for payment on flights referred to in Article 6 (4a) of Regulation (EU) No. 965/2012.

(Please refer to Section 4, Part C, for full PPL details).

## 1.2 **Training for Part-FCL Commercial Pilot Licences:**

To be employed as a pilot (other than as an instructor for non-commercial licences) you will need a commercial licence, i.e. CPL, ATPL or MPL in the appropriate aircraft category, or an SPL for Sailplanes or BPL for Balloons;

### 1.2.1 **The Sailplane Pilot Licence (SPL)**

An SPL is obtained through completing an approved SPL course with an Approved Training Organisation (ATO) approved by the Authority, comprising a minimum of 15 hours flying.

The privileges of this licence allows you to fly commercially for remuneration, except that the licence is limited to non-commercial operations until the holder has met the requirements of FCL.205.S(b)(2).

(Please refer to Section 4, Part C, for full SPL Licence details).

### 1.2.2 **The Balloon Pilot Licence (BPL)**

A BPL is obtained through completing an approved BPL course with an Approved Training Organisation (ATO) approved by the Authority, comprising a minimum of 16 hours flight instruction.

The privileges of this licence allows you to fly commercially, except that the licence is limited to non-commercial operations until the holder has met the requirements of FCL.205.B(b)(2).

(Please refer to Section 4, Part C, for full BPL Licence details).

### 1.2.3 **Course Routes for Aeroplane, Helicopter and Airship Commercial Licences**

The commercial licences for aeroplanes, helicopters and airships can be obtained via two routes:

- the integrated course route
- the modular route

#### 1.2.3.1 **Integrated Courses (Aeroplane, Helicopter and Airships)**

The Integrated Course is a full time course of ground and flying training run by an ATO approved to conduct such courses. These fully residential courses offer the quickest means of qualifying for a Commercial Pilot's Licence. You should contact the approved ATOs for details of their current charges.

The Integrated Courses permitted by the regulations are:

##### a) **Aeroplane:**

##### **Multi Pilot Licence (Aeroplane) Integrated course**

The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.

The course consists of a minimum of 240 hours of flying training and 750 hours of theoretical knowledge instruction. The course also includes training in multi-crew co-operation for the operation of multi-pilot aeroplanes.

(Please refer to Section 4, Part L, Appendix 5 for full course details).

##### **Airline Transport Pilot (Aeroplane) Integrated Course**

The aim of the ATP(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.

The course consists of a minimum of 195 hours of flying training and 750 hours of theoretical knowledge instruction. The course also includes training in multi-crew co-operation for the operation of multi-pilot aeroplanes.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

##### **Commercial Pilot Licence (Aeroplane) with Instrument Rating Integrated Course**

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.

This course consists of a minimum of 180 hours of flying training and 500 hours of theoretical knowledge instruction.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

##### **Commercial Pilot Licence (Aeroplane) Integrated Course**

The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A), excluding instrument rating instruction.

This course consists of a minimum of 150 hours of flying training and 350 hours of theoretical knowledge instruction.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**b) Helicopter:**

**Airline Transport Pilot (Helicopter) with Instrument Rating Integrated Course**

The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters in commercial air transport and to obtain the CPL(H)/IR.

The course consists of a minimum of 195 hours of flying training and 750 hours of theoretical knowledge instruction. The course also includes training in multi-crew co-operation for the operation of multi-pilot helicopters.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**Airline Transport Pilot (Helicopter) Integrated Course**

The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters limited to VFR privileges in commercial air transport and to obtain the CPL(H).

The course consists of a minimum of 150 hours of flying training and 650 hours of theoretical knowledge instruction. The course also includes training in multi-crew co-operation for the operation of multi-pilot helicopters.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**Commercial Pilot Licence (Helicopter) with Instrument Rating Integrated Course**

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 multiengine helicopter.

The course consists of a minimum of 180 hours of flying training and 500 hours of theoretical knowledge instruction.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**Commercial Pilot Licence (Helicopter) Integrated Course**

The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).

The course consists of a minimum of 135 hours of flying training and 350 hours of theoretical knowledge instruction or 200 hours if the applicant is the holder of a PPL(H).

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**c) Airships:**

**Commercial Pilot Licence (Airships) with Instrument Rating Integrated Course**

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.

The course consists of a minimum of 80 hours of flying training and 500 hours of theoretical knowledge instruction.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**Commercial Pilot Licence (Airships) Integrated Course**

The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(As).

The course consists of a minimum of 50 hours of flying training and 350 hours of theoretical knowledge instruction or 200 hours if the applicant is a PPL holder.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**1.2.3.2 Modular Courses (Aeroplane, Helicopter and Airships)**

The modular courses are designed for individuals who do not wish to undertake a full time course of integrated training or who wish to train in stages by completing 'modules' of approved training over a period of time. Pilots embarking on modular training must hold a valid Private Pilot Licence for the category of aircraft.

The Modular Courses available are:

**a) Aeroplane:****Commercial Pilot Licence (Aeroplane) Modular Course**

The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A) but not the instrument rating or any further specialisation.

Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with Annex 1 to the Chicago Convention. Before commencing the flight training the applicant shall have completed 150 hours flight time and have complied with the prerequisites for the issue of a class or type rating for multi-engine aeroplanes in accordance with Section 4, Part H, if a multi-engine aeroplane is to be used on the skill test.

The course consists of a minimum of 25 hours of flying training (30 hours for applicants without a night flying qualification (aeroplane)) and 250 hours of theoretical knowledge instruction. The flying training may be reduced by 10 hours for holders of valid Instrument Ratings or of a Course Completion Certificate for the Basic Instrument Flight Module.

The applicant for a CPL(A) shall have completed at least 200 hours flight time.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**Instrument Rating (Aeroplane) Modular Course**

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.

Holders of a PPL(A) or CPL(A) issued in accordance with Part-FCL and with the privilege to fly at night, may commence flight training on an approved Part-FCL IR modular course.

The course shall comprise of at least 50 hours instrument flying for Single-Engine IR(A) or at least 55 hours instrument flying for Multi-Engine IR(A) and at least 150 hours of theoretical knowledge instruction.

The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required reduced by 10 hours.

(Please refer to Section 4, Part L, Appendix 6 for full course details).

**b) Helicopter:****Commercial Pilot Licence (Helicopter) Modular Course**

The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H) but not the instrument rating or any further specialisation.

Before commencing a CPL(H) modular course an applicant shall be the holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. Before commencing the flight training the applicant shall have completed 155 hours flight time as a pilot in helicopters, including 50 hours as PIC of which 10 hours shall be cross-country and have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.

The course consists of a minimum of 30 hours of flying training (35 hours for applicants without a night flying qualification (helicopter)) and 250 hours of theoretical knowledge instruction. The flying training may be reduced by 10 hours for holders of valid Instrument Ratings.

The applicant for a CPL(H) shall have completed at least 185 hours flight time.

Hours as pilot-in-command of other categories of aircraft may count towards the 185 hours flight time.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

**Instrument Rating (Helicopter) Modular Course**

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.

Holders of a PPL(H) or CPL(H) issued in accordance with Part-FCL and with the privilege to fly at night, may commence flight training on an approved Part-FCL IR modular course.

The course shall comprise of at least 50 hours instrument flying for Single-Engine IR(H) or 55 hours instrument flying for Multi-Engine IR(H) and at least 150 hours of instruction.

The holder of a CPL(H) or a PPL(H) with a Night Rating may have the total amount of training required reduced by 5 hours.

(Please refer to Section 4, Part L, Appendix 6 for full course details).

**c) Airships:****Commercial Pilot Licence (Airships) Modular Course**

The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary for the issue of a CPL(As).

Before commencing a CPL(As) modular course an applicant shall hold a PPL(As) issued in accordance with Annex 1 to the Chicago Convention and have completed 200 hours flight time as a pilot on airships, including 100 hours as PIC, of which 50 hours shall be cross-country.

The course consists of a minimum of 20 hours of flying training (25 hours for applicants without a night flying qualification (Airships)) and 250 hours of theoretical knowledge instruction. The flying training may be reduced by 10 hours for holders of valid Instrument Ratings.



The applicant for a CPL(As) shall have completed at least 250 hours flight time in airships, including 125 hours as PIC, of which 50 hours of cross-country flight as PIC. Hours as PIC of other categories of aircraft may count towards the 185 hours flight time.

(Please refer to Section 4, Part L, Appendix 3 for full course details).

### **Instrument Rating (Airships) Modular Course**

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.

Holders of a PPL(A) or CPL(A) issued in accordance with Part-FCL and with the privilege to fly at night, may commence flight training on an approved Part-FCL IR modular course.

The course shall comprise of at least 35 hours instrument flying instruction and at least 150 hours of theoretical knowledge instruction..

The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required reduced by 10 hours.

(Please refer to Section 4, Part L, Appendix 6 for full course details).

## **2 UK National Licences**

There are two levels of licence available: Non-commercial and Commercial. Within these two levels there are a variety of licences available with specific privileges. A UK National Licence is for Annex II (non-EASA) aircraft only.

### **Non-commercial Licences:**

- 1 The UK National Private Pilot Licence (Aeroplanes) for Simple Single Engine Aeroplanes and/or Self-Launching Motor Gliders (NPPL(SSEA or SLMG)).
- 2 The UK National Private Pilot Licence for Microlight Aeroplanes (NPPL (Microlight)).
- 3 The UK National Private Pilot Licence for Helicopters (NPPL(H))
- 4 The UK Private Pilot Licence for Aeroplanes UK PPL(A), Helicopters (UK PPL(H)), Gyroplanes (PPL(Gyroplane), Balloons and Airships (UK PPL(BA)).

Please refer to Section 5, Parts A and B, for details of training requirements.

### **Commercial Licences:**

- 1 The UK Commercial Pilot Licence for Aeroplanes (UK CPL(A)), Helicopters (UK CPL(H)) Balloons (UK CPL(B)) Glider (CPL(G)) or Airships (UK CPL(As)).
- 2 The UK Airline Transport Pilot Licence for Aeroplanes (UK ATPL(A)) or Helicopters (UK ATPL(H)).

Please refer to Section 5, Parts C and D, for details of training requirements.

<b>UK National Licences for Annex II aircraft only</b>	<b>Aeroplane</b>	<b>Helicopter</b>	<b>Airship</b>	<b>Balloon</b>	<b>Sailplane</b>	<b>Gyroplane</b>
<b>Non-commercial</b>						
UK NPPL	A non-ICAO licence which permits the holder to fly for leisure within the UK only, within the terms of the SSEA, SLMG, or Microlight rating as applicable. No remuneration permitted (however, an instructor may receive remuneration for training others)	A non-ICAO licence which permits the holder to fly for leisure within the UK only, restricted to below 2,000 kg MTOM and maximum of 3 passengers, no remuneration permitted	Not Available	Not Available	Not Available	Not Available
UK PPL	An ICAO licence which is for non-commercial use, no remuneration permitted, (however an instructor may receive remuneration for training others)	An ICAO licence which is for non-commercial use, no remuneration permitted (however an instructor may receive remuneration for training others)	An ICAO licence which is for non-commercial use, no remuneration permitted, (however an instructor may receive remuneration for training others)		Not Available	A non-ICAO licence which is for non-commercial use, no remuneration permitted, (however an instructor may receive remuneration for training others)
<b>Commercial</b>						
UK CPL	An ICAO licence which is for commercial use in aeroplanes requiring single crew only or to act in a non-command role in multi-crew aeroplanes	An ICAO licence which is for commercial use in helicopters requiring single crew only or to act in a non-command role in multi-crew helicopters	An ICAO licence which is for commercial use in single pilot airships	An ICAO licence which is for commercial use in balloons	An ICAO licence which is for commercial use in gliders	Not Available
UK ATPL	An ICAO licence which is for commercial use to act in a command role in multi-crew aeroplanes	An ICAO licence which is for commercial use to act in a command role in multi-crew helicopters	Not Available	Not Available	Not Available	Not Available

### **3 Finance of Flight Training Guidance**

#### **3.1 Protecting your investment**

Pursuing a career as a commercial pilot requires a considerable financial commitment. Before making this type of commitment, prospective students should be aware of the potential risks to their investment so that they are better able to make informed choices.

This guidance provides information on the subject of flight training for those who are considering a career as a commercial pilot. It includes advice on how to find a flight training school, what the Civil Aviation Authority's approval of a flight training school covers, and the factors that we suggest are taken into consideration before prospective students enter into any training arrangements.

#### **3.2 How can I find a flight training school?**

Flight training schools are officially referred to as Approved Training Organisations (ATOs). All UK ATOs must be approved by the UK Civil Aviation Authority (CAA). ATOs based in other European Union countries are approved by the National Aviation Authority (NAA) of the country in which they are based. ATOs based outside of the European Union that provide training in accordance with the requirements of the European Aviation Safety Agency (EASA) are approved directly by EASA.

A list of the ATOs approved by the CAA that provide training for commercial pilots is published by the CAA on its website in a document called Standards Document 31. Available at [www.caa.co.uk/standardsdocument31](http://www.caa.co.uk/standardsdocument31).

It is advisable to arrange a visit to the ATO before committing to a training course.

#### **3.3 What does a CAA or an EASA approval mean?**

The approval of an Approved Training Organisation by the CAA, or other European National Aviation Authority, means it complies with all safety requirements, and is able to provide training to an agreed standard. The CAA is not required, nor is able, to carry out an assessment of the financial health and stability of the ATO. It is important to note, therefore, that CAA approval does not mean the ATO has demonstrated its ability to operate on a sound financial footing. For this reason the CAA advises all prospective student pilots to take precautions to protect their financial investment.

#### **3.4 How can I ensure that I protect my financial investment?**

There are a number of ways in which student pilots can protect their investment against the failure of an ATO.

##### **3.4.1 Payment by credit card**

Paying by credit card may offer some protection against the risk of an ATO failing to provide what it has promised. Your credit card provider will usually be jointly responsible with a service provider for anything you buy that costs between £100 and £30,000, including VAT. You don't need to have paid the total cost by credit card. For example, you may have paid the deposit with a credit card and the balance by a different method. However, paying for your training solely by credit card might well result in the upper limit of protection being exceeded by the total cost of training. You should think carefully before making any advance payments above the protected level of £30,000 – despite the 'discounts' that may be on offer for larger advance payments. Guidance should be sought from your credit card provider as to the level of protection offered in your credit card contract.

### 3.4.2 **Payment by credit agreement**

If you entered into a credit agreement to pay for training with your ATO on, or after, 1 February 2011, you may also be able to make a claim against your credit provider if the ATO fails to deliver the service. A credit agreement which has this type of protection is one where a lender loans money to a consumer to buy a specific product or service. This protection is subject to a higher upper limit than paying by credit card.

Further advice about your legal rights when buying on credit is available from the UK Citizens Advice Bureau at [www.adviceguide.org.uk/england/consumer\\_e/consumer\\_different\\_ways\\_of\\_buying\\_e/consumer\\_buying\\_goods\\_and\\_services\\_on\\_credit\\_e/consumer\\_extra\\_rights\\_when\\_you\\_buy\\_on\\_credit\\_e.htm](http://www.adviceguide.org.uk/england/consumer_e/consumer_different_ways_of_buying_e/consumer_buying_goods_and_services_on_credit_e/consumer_extra_rights_when_you_buy_on_credit_e.htm).

### 3.4.3 **Set up an escrow account.**

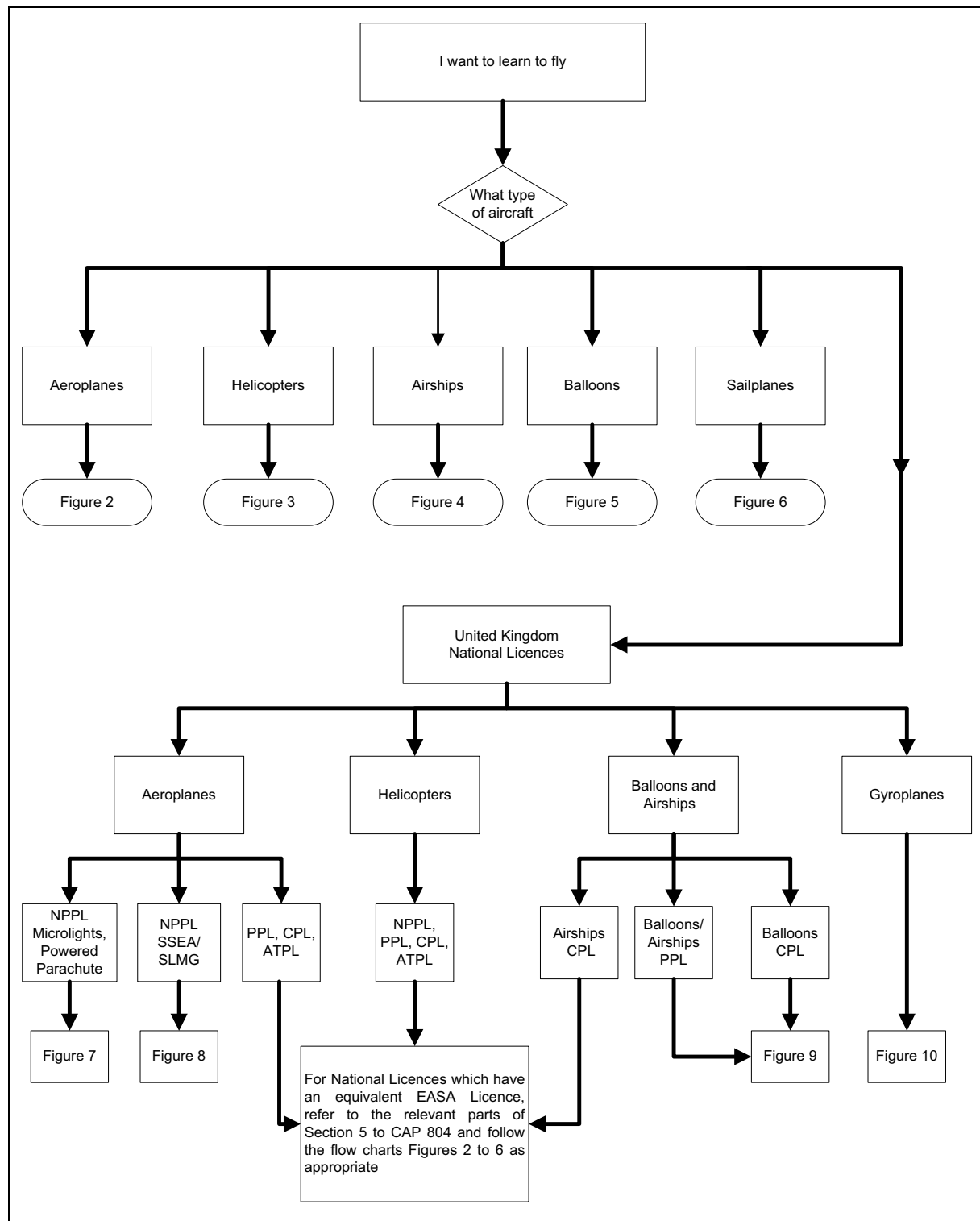
Students may elect not to pay in full for the training in advance, but to control the flow of payments to the ATO. This can be done by means of setting up an escrow account. In such arrangements, the ATO and the student agree to a schedule of payments that ensure that funds are released from the account to the ATO only at certain pre-agreed points in the training programme. Payment is made only for the training that has been provided.

### 3.4.4 **What should I do if my training school ceases trading?**

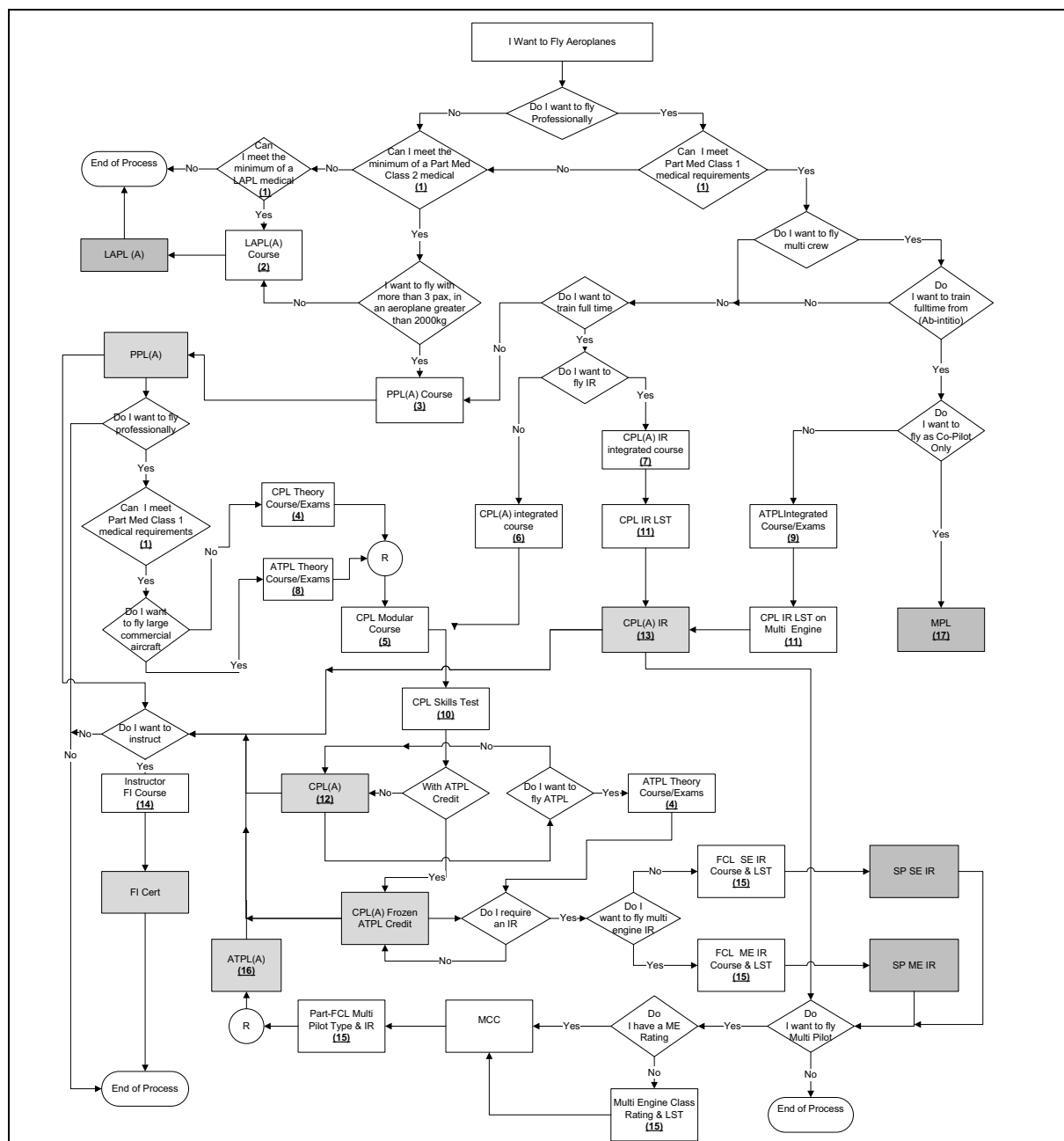
In the event that your ATO ceases trading before your training is complete, it is important that your training records are secured and retained by an independent body. It is recommended that, in such circumstances; you contact the relevant National Aviation Authority (such as the CAA in the UK) directly and ask them to secure your training records for you. It is not recommended, however, that you secure your own records as it may subsequently prove difficult to demonstrate to a Licensing Authority that the records have been kept independently.

## Part B Flow Diagrams

### 1 Flow Diagrams for routes to UK National and EASA Licences

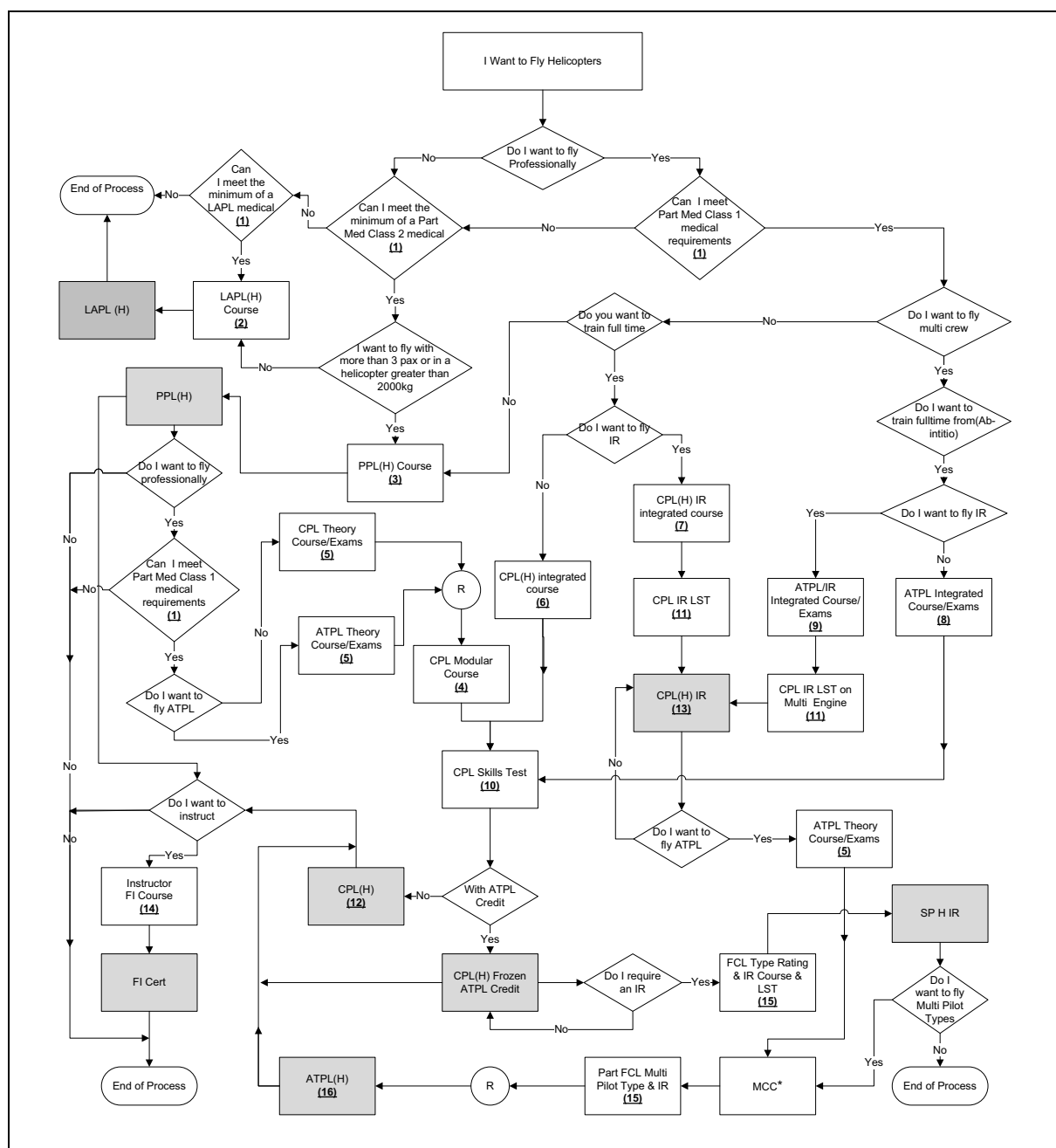


**Figure 1**

**Figure 2**

R = Meet the requirements of EASA Part-FCL (Refer to Section 4, Part-F, Subpart 1, FCL.510.A(b))

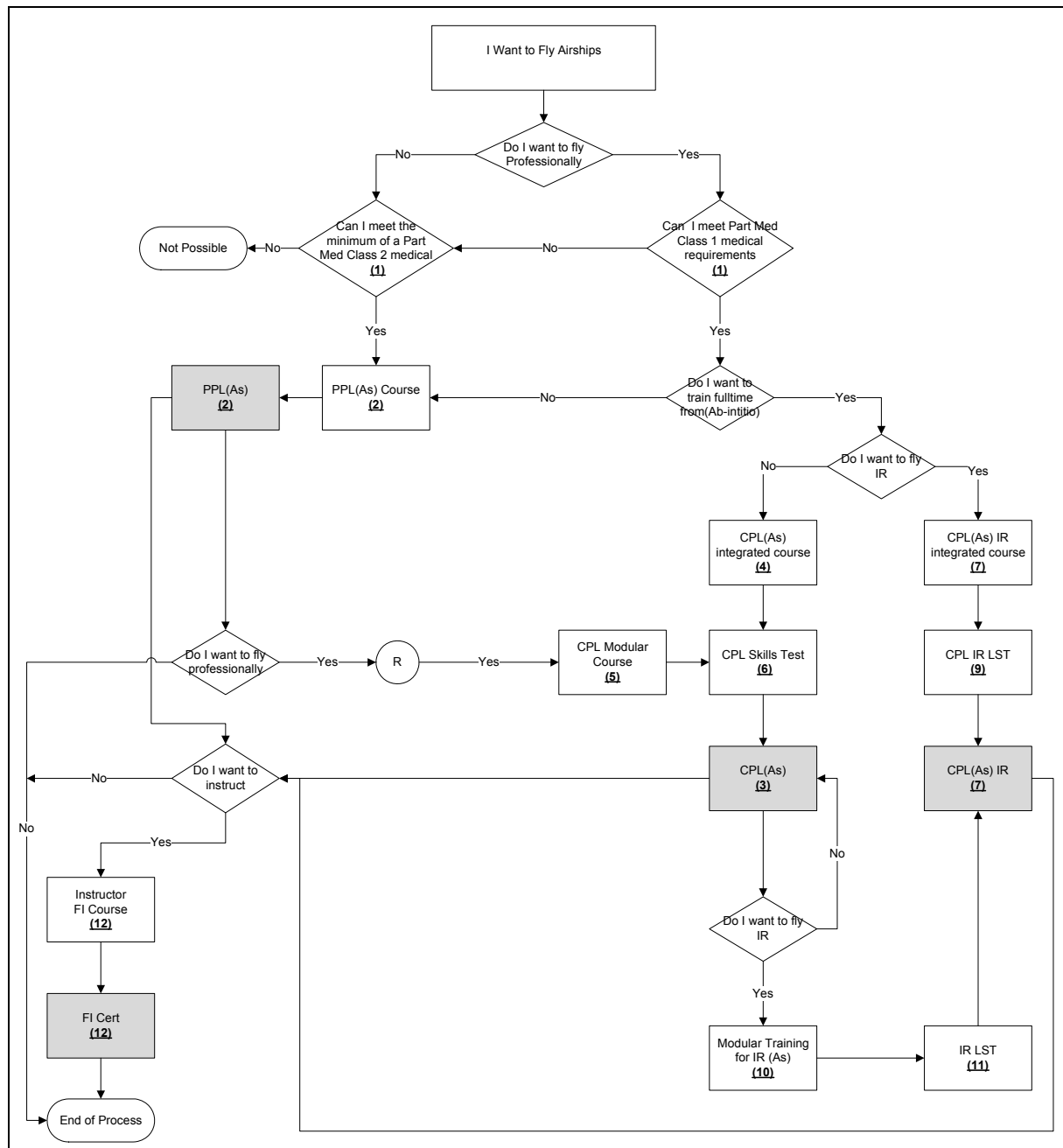
Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N
2	LAPL(A)	Section 4, Part B, Subpart 1
3	PPL(A)	Section 4, Part C, Subpart 1
4	CPL(A) Theory course	Section 4, Part L, Appendix 3, (E)
5	CPL(A) Modular Course	Section 4, Part L, Appendix 3, (E)
6	CPL(A) Integrated Course	Section 4, Part L, Appendix 3, (D)
7	ATP Integrated Course	Section 4, Part L, Appendix 3, A, Appendix 6 (A)
8	ATP (A) Modular Course	Section 4, Part L, Appendix 3 (B)
9	CPL (A) IR Integrated Course	Section 4, Part L, Appendix 3 (A)
10	CPL(A) Skill test	Section 4, Part L, Appendix 4
11	CPL IR(A) Skill test	Section 4, Part L, Appendix 4 & Appendix 7
12	CPL(A)	Section 4, Part D, Subpart 1
13	CPL IR (A)	Section 4, Part L, Appendix 6
14	Instructor Certificates	Section 4, Part J, Subpart 0 & 1
15	FCL Type rating, LST and IR Course	Section 4, Part H, Part G, Part L Appendix 6 (A), Appendix 7 & 9
16	ATPL(A)	Section 4, Part F, Subpart 1
17	MPL	Section 4, Part E, Part L Appendix 5
18	SP(A) IR Skill Test	Section 4, Part L, Part L Appendix 7

**Figure 3**

R = Meet the requirements of EASA Part-FCL (Refer to Section 4, Part-F, Subpart 2, FCL.510.H(b))

\* = If not already completed

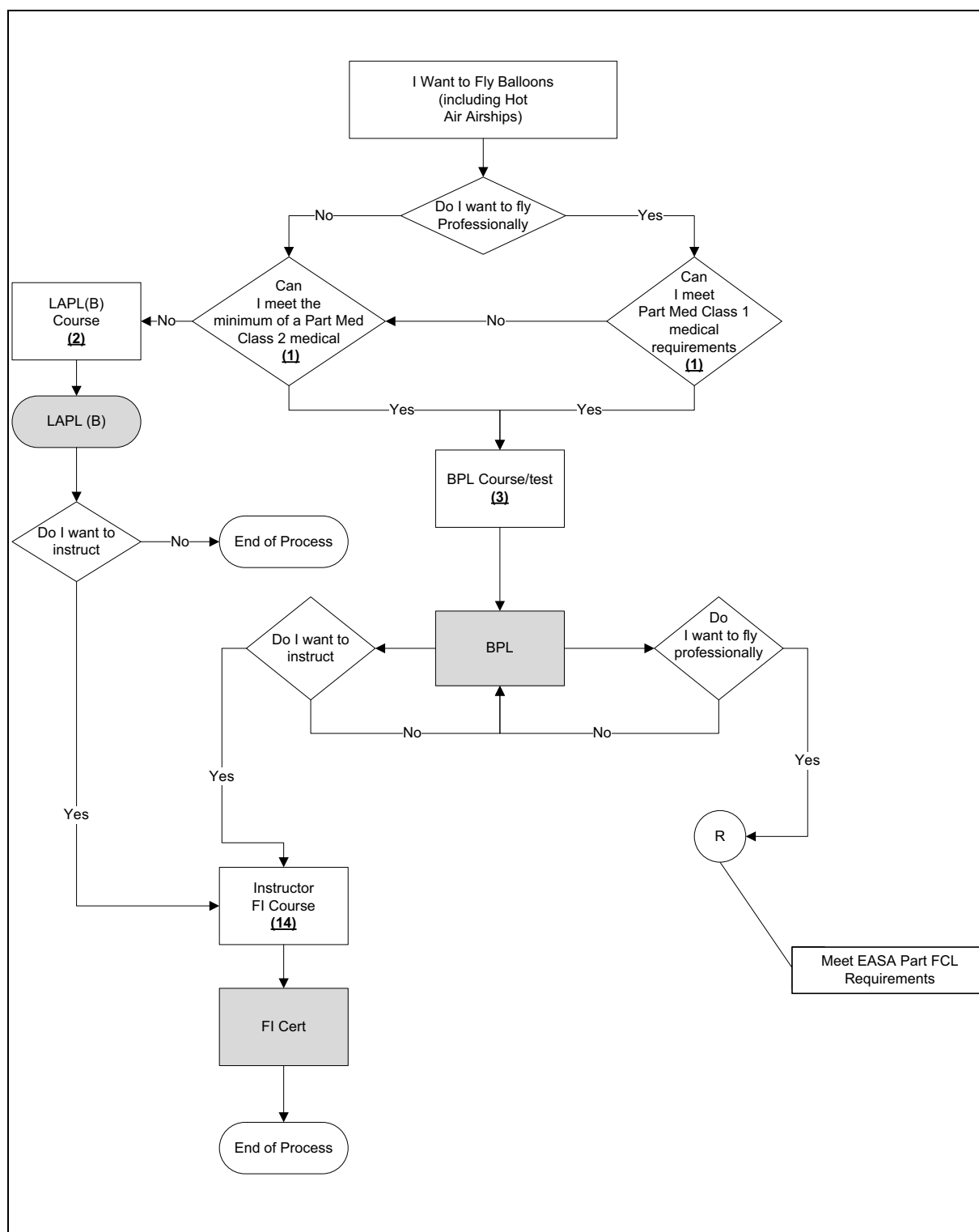
Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N
2	LAPL(H)	Section 4, Part B, Subpart 2
3	PPL(H)	Section 4, Part C, Subpart 2
4	CPL(H) Modular Course	Section 4, Part L, Appendix 3, K
5	CPL(H) Theory course	Section 4, Part L, Appendix 3, K (CPL) or H (ATP)
6	CPL(H) Integrated Course	Section 4, Part L, Appendix 3, J
7	CPL(H) IR	Section 4, Part L, Appendix 3, I
8	ATP (H) Integrated Course	Section 4, Part L, Appendix 3, G
9	ATP IR (H) Integrated Course	Section 4, Part L, Appendix 3, F
10	CPL(H) Skill test	Section 4, Part L, Appendix 9
11	CPL IR(H) Skill test	Section 4, Part L, Appendix 7 & 9
12	CPL(H)	Section 4, Part D, Subpart 2
13	CPL IR (H)	Section 4, Part G
14	Instructor Certificates	Section 4, Part J
15	FCL Type rating, LST and IR Course	Section 4, Part H, Part G Sub 2, Part L Appendix 6 (B), Appendix 7 & 9
16	ATPL(H)	Section 4, Part F, Subpart 2

**Figure 4**

R = Meet the requirements of EASA Part-FCL (Refer to Section 4, Appendix 3, N(2))

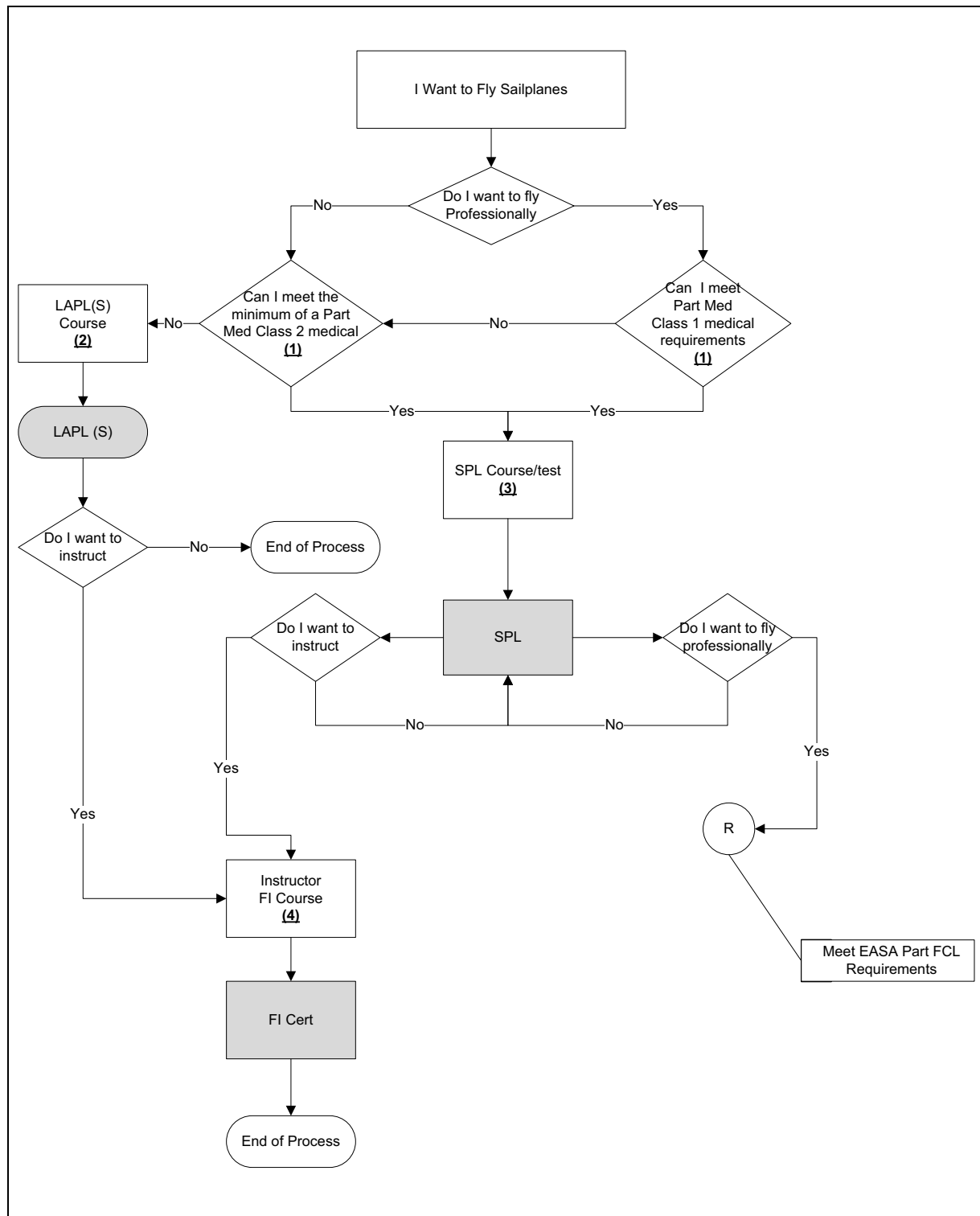
Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N
2	Private Pilots Licence Airships – PPL(As)	Section 4, Part C, Subpart 3
3	Commercial Pilots Licence Airships – CPL(As)	Section 4, Part D, Subpart 3
4	CPL(As) Integrated Course	Section 4, Part L, Appendix 3, M
5	CPL(As) Modular Course	Section 4, Part L, Appendix 3, N
6	CPL(As) Skill Test	Section 4, Part L, Appendix 4 & 9
7	CPL(As) IR	Section 4, Part D, Subpart 3, Section 4, Part G, Subpart 3,
8	CPL(As) IR Integrated Course	Section 4, Part L, Appendix 3, L
9	CPL (As) IR Skill Test	Section 4, Part L, Appendix 4, 7 & 9
10	IR (As) Modular Course	Section 4, Part G, Subpart 3 & Appendix 6, C
11	IR (As) Skill Test	Section 4, Part L, Appendix 7
12	Flight Instructor (As)	Section 4, Part J, Subpart 0 & 1



**Figure 5**

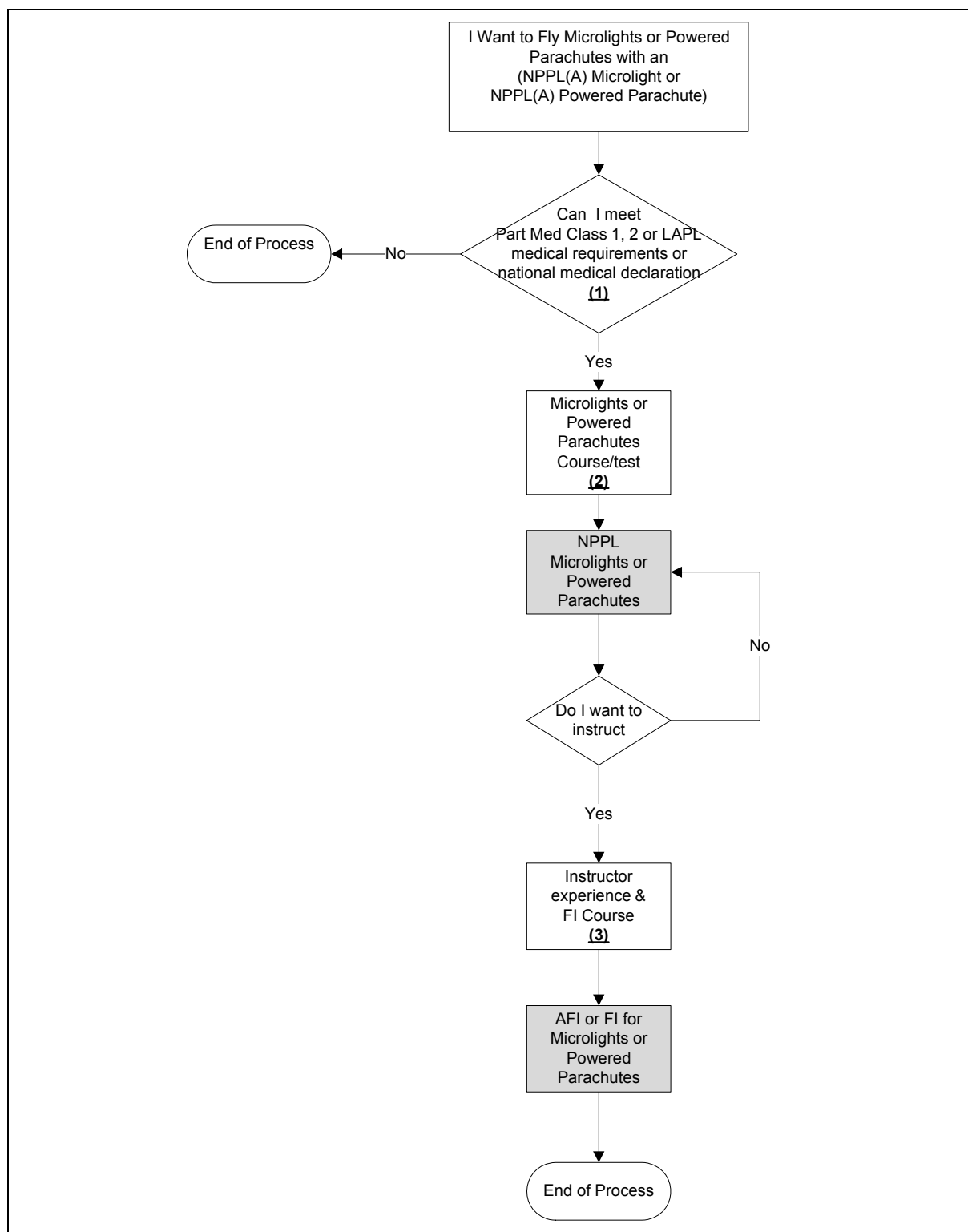
R = Meet the requirements of EASA Part-FCL (Refer to Section 4, Part-C, Subpart 5, FCL.205.B)

Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N
2	LAPL(B)	Section 4, Part B, Subpart 4
3	Balloon Pilot Licence (BPL)	Section 4, Subpart 5
4	Flight Instructor Certificate	Section 4, Part J, Subpart 0 & 1

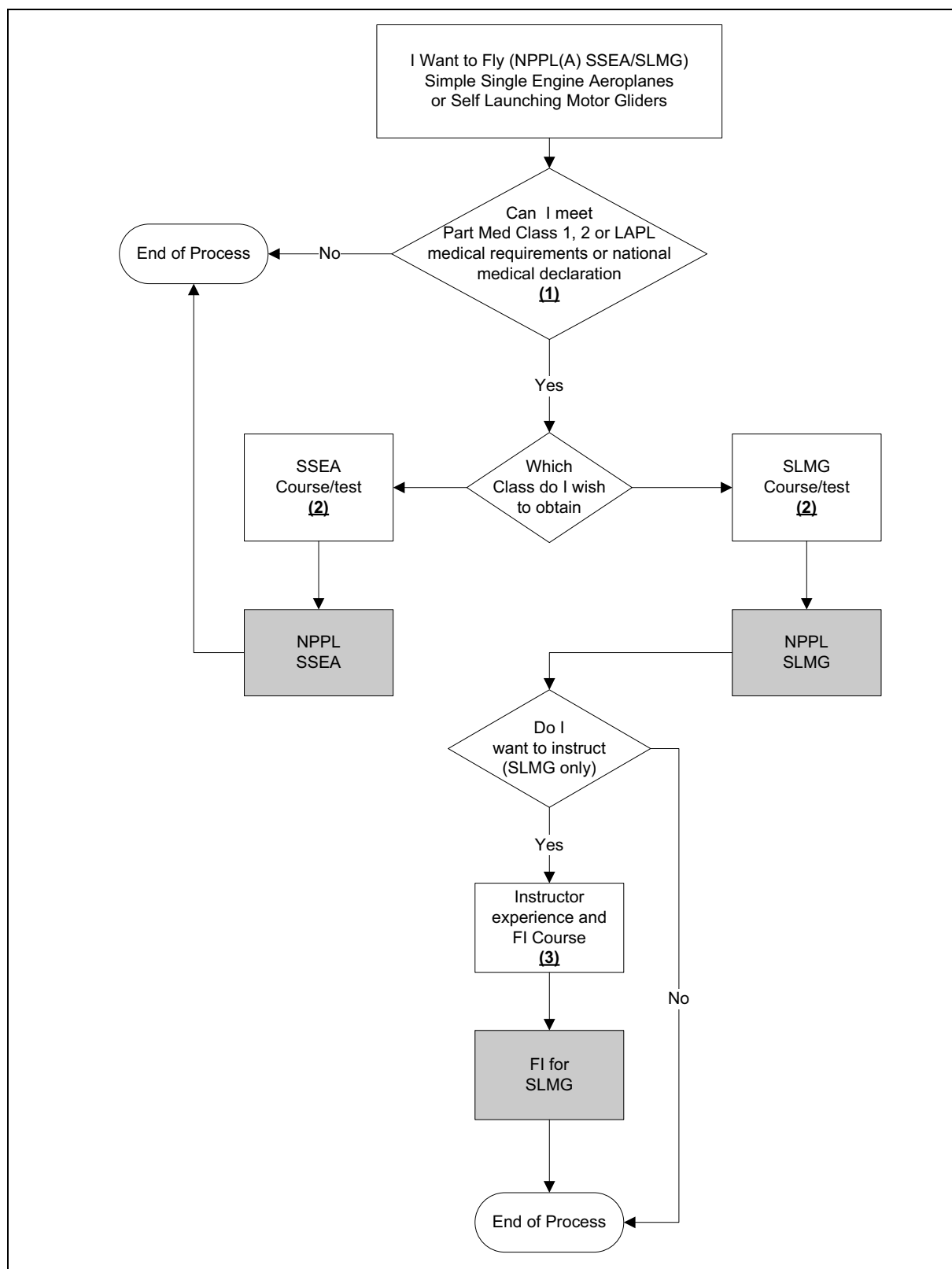
**Figure 6**

R = Meet the requirements of EASA Part-FCL (Refer to Section 4, Part-C, Subpart 4, FCL.205.S)

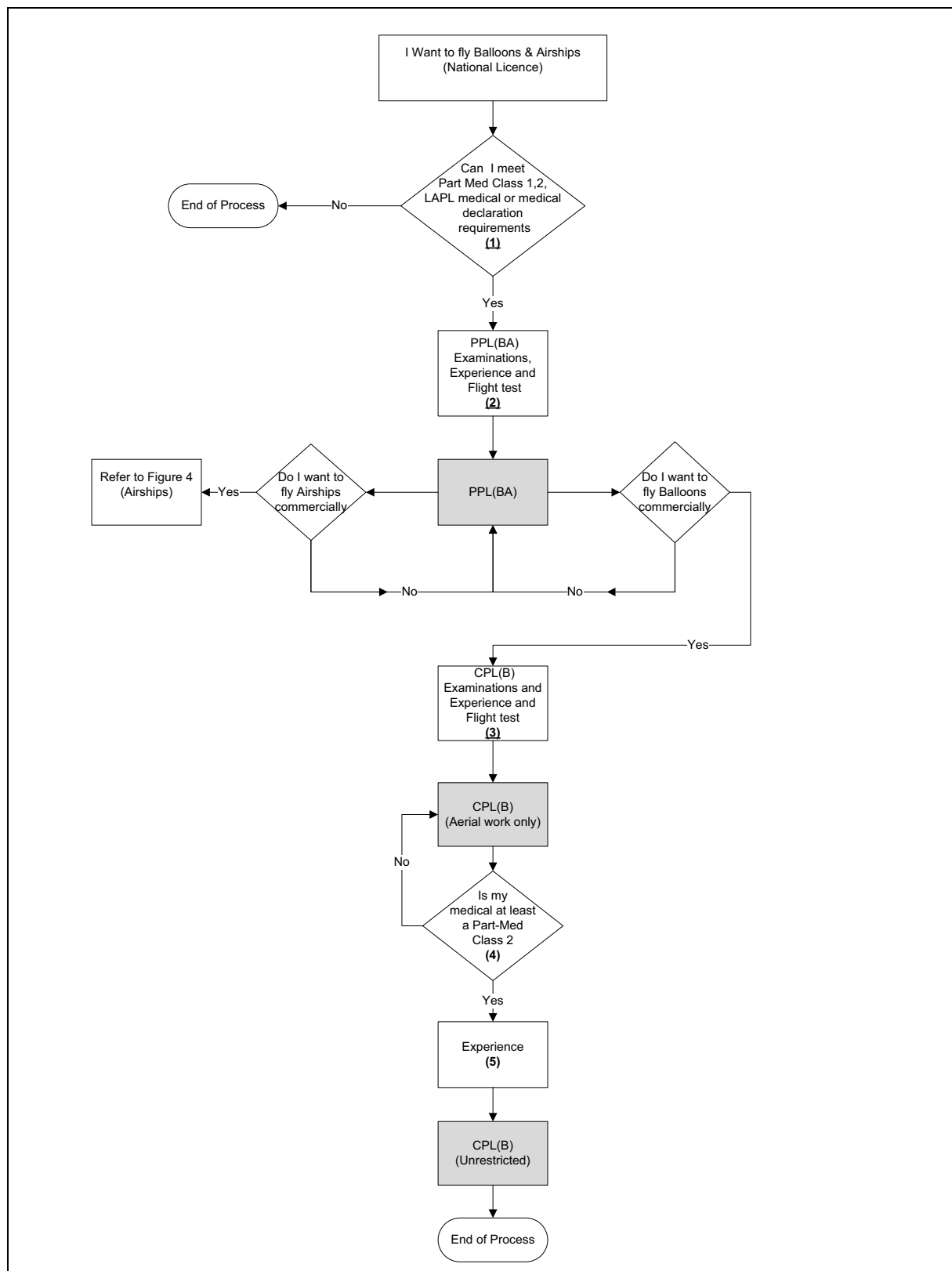
Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N
2	LAPL(S)	Section 4, Part B, Subpart 3
3	Sailplane Licence (SPL)	Section 4, Part C, Subpart 4
4	Instructor Certificate	Section 4, Part J, Subpart 0 & 1

**Figure 7**

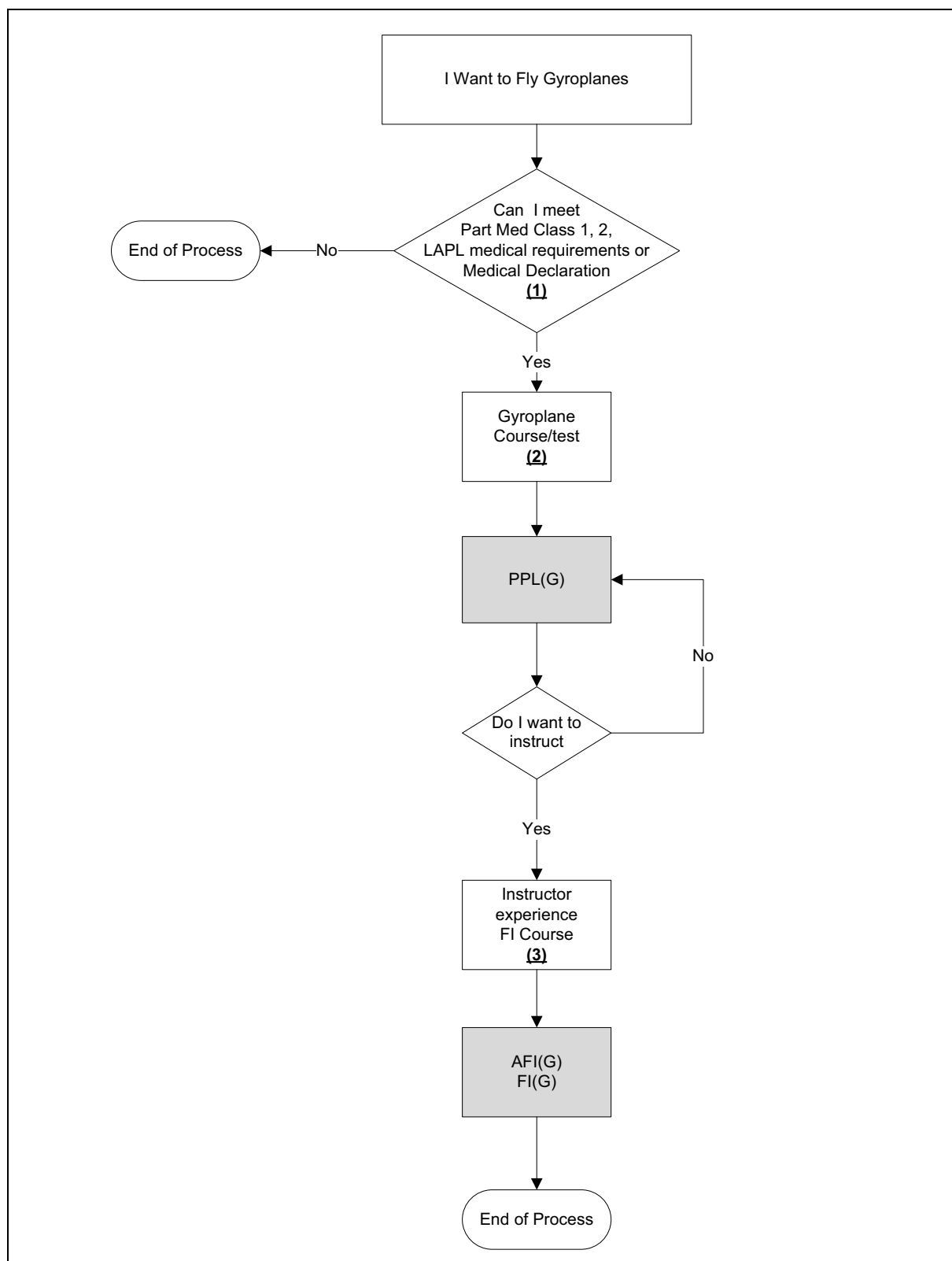
Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N & Section 5, Part A, Subpart 2
2	Training Course & Testing	Section 5, Part A, Subpart 2
3	Instructor experience & FI course	Section 5, Part H, Subpart 2

**Figure 8**

Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N and Section 5, Part A, Subpart 1
2	Course requirements & Testing	Section 5, Part A, Subpart 1
3	Instructor Experience & FI Course	Section 5, Part H, Subpart 2

**Figure 9**

Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N & Section 5, Part B, Subpart 2
2	PPL(BA) Examinations, Experience & Flight Test	Section 5, Part B, Subpart 2
3	CPL(B) Examinations, Experience & Flight Test	Section 5, Part C, Subpart 2
4	CPL(B) Medical requirements	Section 4, Part N & Section 5, Part C, Subpart 2
5	CPL(B) Experience requirements	Section 5, Part C, Subpart 2

**Figure 10**

Ref No.	Licence/Course	Location
1	Medical requirements	Section 4, Part N & Section 5, Part B, Subpart 3
2	Training Course & Testing	Section 5, Part B, Subpart 3
3	Instructor Experience & Course	Section 5, Part H, Subpart 3

## Part C Transition to compliance with Regulation 1178/2011 – the EASA Aircrew Regulation

### 1 Transition

Regulation 1178/2011 came into force on 8 April 2012. The Regulation makes provision for various derogations that may be used by the Member States to allow time for pilots to convert from national licences to Part-FCL licences and for training organisations to be compliant with Part-ORA. The UK has notified the European Commission of how it will use these derogations and this section of CAP 804 sets out the resulting transition arrangements that will apply to the holders of UK-issued licences and organisation approvals.

### 2 Transition for pilots

- 2.1 The following table defines the periods during which national licences and licensing rules continue to be valid for pilots flying EASA aircraft.

EASA Aircraft and Operation or activity	The pilot must have an EASA licence and rating before:
Aeroplanes and helicopters outside the scope of the LAPL and used for any purpose.	8 April 2014 - EXPIRED
Aeroplanes and helicopters within the scope of the LAPL and used for non-commercial purposes in VMC.	8 April 2018
Airships, Powered Lift Flight Test Rating & Instructor	8 April 2015
Balloons and Sailplanes	8 April 2018
Aerobatic rating Towing rating (Banner or Glider) Mountain rating Mountain Instructor	8 April 2018

After these dates national licences (or national licensing rules in the case of sailplanes) will no longer be valid for EASA aircraft – compliance with Part-FCL will be mandatory. Pilots who will fly only nationally regulated (non-EASA) aircraft may continue to do so under national licences issued in accordance with the Air Navigation Order. Pilots who wish to fly EASA aircraft after the dates specified above will have to obtain Part-FCL licences.

- 2.2 Pilots training for JAR-FCL licences may continue on their existing courses. On completion after 17 September 2012, and on showing compliance with all applicable requirements, a Part-FCL licence will be issued. Training carried out prior to 8 April 2012 may only be credited if the licence is issued before 8 April 2016.
- 2.3 Pilots training for national licences in accordance with national training schemes (i.e. gliders, balloons, airships, NPPL) may continue to do so and will be granted national licences on completion and on showing compliance with the requirements. These licences may then be converted to Part-FCL licences according to Section 4 Part P, but only if they were granted before the date upon which an EASA licence becomes mandatory for the category of aircraft for the licence. (i.e. A national balloon licence, NPPL, or glider qualification granted after 7 April 2018 cannot be credited towards a Part-FCL licence).

- 2.4 EASA Part-FCL licences were issued by the UK CAA from 17 September 2012 onwards. (No new, replacement or amended JAR licences were issued after 16 September 2012).
  - 2.5 JAR licences issued before 17 September 2012, that were fully compliant with JAR-FCL, automatically become Part-FCL licences. The legislation requires the physical replacement of JAR licences with their Part-FCL equivalents on calendar expiry (so that all are replaced before 8 April 2018).
  - 2.6 UK non-JAR licences issued before the applicable end of transition dates for aeroplanes, helicopters, balloons and airships may be converted to Part-FCL licences by complying with the requirements set out in Section 4, Part P.
  - I 2.7 Glider pilot qualifications issued by the British Gliding Association prior to 8th April 2018 may be credited to obtain Part-FCL sailplane licences as set out in Section 4, Part P.
  - 2.8 UK-issued JAA ATPLs and CPLs that are marked “Valid for UK registered aircraft” are not deemed to be Part-FCL licences. They are UK licences issued under national legislation and will not be valid to fly EASA aircraft after the dates specified in 2.1 above. These licences may also be converted to Part-FCL licences in accordance with Section 4, Part P.
  - 2.9 UK Basic Commercial Pilots Licences (Aeroplanes) that are not restricted became UK CPL(A)s following amendment of the Air Navigation Order in 2012. These may be converted to Part-FCL licences in accordance with Section 4, Part P.
  - I 2.10 UK Basic Commercial Pilots Licences (Aeroplanes) with restrictions became UK PPL(A)s with FI ratings following amendment of the Air Navigation Order in 2012. These may be converted to Part-FCL licences in accordance with Section 4, Part P.
  - I 2.11 JAR-FCL 3 compliant medical certificates issued before 17 September 2012 were deemed to be EASA Medical Certificates; i.e. they are EASA Medical Certificates. EASA Medical Certificates will be issued at the next revalidation or renewal of each JAR certificate. In any event all pilots with EASA licences will require Part-MED Medical Certificates by 8 April 2017 at the latest.
- NOTE:** The NPPL Medical Declaration is not an alternative to the LAPL Medical Certificate. Applicants for LAPLs must obtain the Part-MED LAPL Medical Certificate.
- 2.12 From 1 April 2012 the theoretical knowledge examinations for commercial licences are conducted in accordance with the latest EASA syllabus.

### 3 Transition for Training Organisations

- 3.1 **Training Organisations whose principal place of business is within the EASA Member States**
  - 3.1.1 For the approval of organisations whose principal place of business is located in the UK the EASA Aircrew Regulation was implemented from 17 September 2012. The last date for the issue or variation of an organisation approval in accordance with JAR-FCL requirements was 16 September 2012.
  - 3.1.2 Where a training organisation (FTO and TRTO) that is approved by the UK CAA under JAR-FCL has its principal place of business in another EASA Member State, the approval transferred from the UK CAA to the Competent Authority of that State. In those circumstances, advice on transition arrangements should be obtained from the State where the organisation is based.



- 3.1.3 For an organisation that has its principal place of business within the UK, the last date for receipt of an application for approval or variation of approval of the organisation in accordance JAR-FCL was 7 April 2012.
- 3.1.4 Applications for the approval and variation of an organisation approval in accordance with the new Part-ORA were accepted by the UK CAA from 8 April 2012 in anticipation of the approval being granted after 17 September 2012.
- 3.1.5 Organisations holding valid JAR-FCL approvals as FTOs or TRTOs on 8 April 2012 were deemed to be “Approved Training Organisations” under the new Regulation on that date, and the courses that were approved under JAR-FCL are similarly deemed to be approved under the new Regulation – but in both cases for 2 years only. Organisations approved under JAR-FCL, and the courses they provide, had to be fully compliant with the new Regulation by 8 April 2014 at the latest. During this transition period courses that were approved under JAR-FCL before 8th April may have had variations approved on demonstration of compliance with either JAR-FCL or with Parts FCL and ORA. As stated above, changes to the organisation itself after 17 September 2012 had to comply with Part-ORA. The allowable period for the training organisation to become compliant with Part-ORA was not affected by the approval or amendment of courses during the 2 year transition period (i.e. up to 8 April 2014).
- 3.1.6 Applications for new courses (post September 2012) must be compliant with Part-FCL and Part-ORA.
- 3.2 **Training Organisations whose principal place of business is outside of the EASA Member States**
  - 3.2.1 Responsibility for the approval of organisations whose principal place of business was outside of the EU transferred to EASA from 8 April 2012. EASA will either oversee the approval itself, or will make arrangements for the Competent Authority of one of the EASA Member States or a Qualified Entity to carry out the oversight tasks under contract to the Agency.
  - 3.2.2 For companies whose principal place of business is located outside of an EASA Member State the date of implementation of the new requirements was 8 April 2012. Organisations holding valid JAR-FCL approvals as FTOs or TRTOs on 8 April 2012 were deemed to be “Approved Training Organisations” under the new Regulation on that date, and the courses that were approved under JAR-FCL were similarly deemed to be approved under the new Regulation – but in both cases for 2 years only. Organisations approved under JAR-FCL, and the courses they provide, had to be fully compliant with the new Regulation by 8 April 2014 at the latest. The requirements to be complied with during that 2 year transition period for amendments to courses that were approved under JAR-FCL before 8 April had to be agreed with EASA.
- 3.3 **Registered Training Facilities**
  - 3.3.1 The EASA Aircrew Regulation requires training organisations that provide training for any licence or attached rating or certificate be approved in accordance with Part-ORA. This includes organisations those categorised as Registered Facilities under JAR-FCL.
  - 3.3.2 The EASA Aircrew Regulation was implemented from 17 September 2012 for the approval of organisations whose principal place of business is located in the UK. This means that the last date for the issue of a Registration Certificate for a Registered Facility by the UK CAA under current requirements was 16 September 2012. Under the transition arrangements of the EASA Aircrew Regulation a Registered Facility that had a valid registration with the UK CAA on 16 September 2012 was permitted to continue to provide training for the Private Pilot Licence and Light Aircraft Pilot Licence (within their pre-existing scope of activities) until 8 April 2018. From that date forward they must be an Approved Training Organisation in accordance with Part-ORA to continue to provide instruction for the Part-FCL PPL or LAPL. Before providing training for any other

Part-FCL licence a Registered Facility must become an Approved Training Organisation (ATO) in compliance with Part-ORA and Part-FCL. Any organisation intending to provide training for the Part-FCL PPL or LAPL that was not a Registered Facility on 16 September 2012 must first become an Approved Training Organisation with the approval to conduct the PPL or LAPL course in full compliance with Part-ORA and Part-FCL before training commences.

- 3.3.3 For those UK Registered Facilities whose principal place of business is located outside of an EASA Member State the date of implementation of the new requirements was 8 April 2012. (The Bailiwicks of Jersey and Guernsey – the Channel Islands – and the Isle of Man are outside of the EASA Member States). Under the transition arrangements a Registered Facility that had a valid registration with the UK CAA (or any other EASA Member State) on 8 April 2012 was permitted to continue to provide training for the Private Pilot Licence (within their pre-existing scope of activities) until the end of the transition date. However, responsibility for the registration transferred to EASA from 8 April 2012. EASA will either oversee the registration themselves, or will make arrangements for the Competent Authority of one of the EASA Member States or a Qualified Entity to carry out the oversight tasks under contract.
- 3.3.4 For those UK Registered Facilities whose principal place of business is located within an EASA Member State other than the UK, the responsibility for the Registered Facility will transfer to that Member State. The transition of the Registered Facility to an Approved Training Organisation will be subject to agreement with the Competent Authority (National Aviation Authority) of the country where the business is located.
- 3.3.5 The continuation of training by UK Registered Facilities is limited to the training they were giving prior to 17 September 2012, plus training for the LAPL for the same Category of aircraft that they provided PPL training for.
- 3.3.6 Until the organisation has become approved as an ATO, Registered facilities shall continue to advise the CAA of any changes to the organisation, such as; facilities, aerodromes, aircraft and instructors, by submitting a revised Form SRG 2188 to ATO, Approvals Support, Aviation House, Gatwick Airport South, RH6 0YR.

## Section 3 Licensing Administration

### ADMINISTRATION PROCEDURES FOR FLIGHT CREW LICENSING

This section details the administration procedures when applying to the CAA for a particular service. Applications should be sent to the CAA, Personnel Licensing (full address in Part E). All of our application forms can be downloaded from the CAA web site at [www.caa.co.uk/srg/licensing](http://www.caa.co.uk/srg/licensing).

#### Part A State of Licence Issue

**1 The CAA will only accept applications from pilots whose medical records are held in the UK.** European regulations specify that the National Aviation Authority that holds an individual pilot's medical records is the "Competent Authority" for that pilot, and consequently will be the NAA (and the only NAA) that may issue, revalidate or renew Part-FCL licence(s) for that individual and administer those licences, ratings and certificates. This means that the CAA cannot accept applications from pilots whose medical records are held outside the UK. Pilots whose medical records are held in another country must apply to the authority of that country for all of their licences, ratings and certificates – even if they completed all of their training in the UK.

#### 2 Choice of State of Licence Issue – New Applicants

2.1 Anyone training to qualify for a licence must have a medical certificate appropriate to the licence they are training for before they fly solo. When a prospective pilot obtains their first Part-MED Medical Certificate the EASA Member State Competent Authority that issued the certificate, (either directly or through an AeroMedical Examiner (AME)) will be the State of Licence issue for that pilot, unless the pilot subsequently transfers his/her medical records to another Member State.

2.2 It is important to understand that a person applying for a Part-FCL licence may only apply to the Competent Authority that holds their medical records; this rule applies even if they have completed all of their training in another country. If a pilot wishes to apply for their licences to a particular State they must first transfer their medical records to that State. Applicants should ensure that they allow plenty of time for any transfer of medical records as the process may include the translation of medical reports. The UK CAA will accept medical records in the English language only. Pilots who choose to transfer their medical records to the UK should take note that there will be no alleviation of time limits for compliance with licensing requirements (such as for the validity of examinations, skill tests etc.) should the transfer of their medical records take longer than anticipated.

#### 3 Choice of State of Licence Issue – Existing Licence Holders

3.1 Holders of licences issued by more than one State must choose which State they want to hold their medical records and therefore which State will be their State of Licence Issue for all of their Part-FCL licences.

3.2 Where a pilot currently holds any licence issued by a State other than the State that holds his medical records for the purposes of Part-MED, arrangements must be made by the licence holder to have those licences cancelled and replaced with new licences issued by the State that holds the medical records. This process must be completed

when any licence is re-issued and may become necessary whenever any change is made to the licence; such as the addition of a rating.

- 3.3 If the licence held by an individual is a JAR-FCL or Part-FCL licence it will be a matter of applying to the new Competent Authority/NAA for a change of State of Licence issue, complying with their procedures and advising the existing State of the intent to cancel the licence because of the transfer.
- 3.4 If the licences held were national licences, issued in accordance with national non-JAR compliant requirements and procedures, then advice must be sought from the State that issued each licence concerning what additional requirements must be met in order that a Part-FCL licence may be issued. This information and evidence of compliance with the requirements must then be included with the application to the NAA of the State that is to issue the new Part-FCL licence. The EASA Aircrew Regulation stipulates that national licences may only be converted by the country that issued them. This means that the holder of a UK non-JAR-FCL licence who requires a Part-FCL licence must apply to the UK CAA for conversion of the licence to Part-FCL.

## 4 Conduct of skill tests, proficiency checks and assessments

- 4.1 Before taking a skill test, applicants are advised to verify with their examiner that he holds a licence issued by the CAA, or has complied with the requirement for non-UK Part-FCL examiners. Under Part-FCL (FCL.1015(c)), any examiner intending to conduct a skill test, proficiency check or assessment of competence must have the same State of Licence Issue as the pilot who is to be tested, or he must notify the Competent Authority of the State of Licence issue of the pilot who is to be tested of his intent to conduct the test and familiarise himself with the examiner information for that country as published on the EASA website.

## Part B Applying for a service

Application forms can be downloaded from the CAA web site at [www.caa.co.uk/srg/licensing](http://www.caa.co.uk/srg/licensing). Some application forms may be completed online. Applications should be sent to the CAA, Personnel Licensing (full address in part 5).

It is the responsibility of the applicant to ensure that they have complied with all of the requirements for the licence, rating or certificate they are applying for. When an application form is submitted to Personnel Licensing, the Licensing Services Team will check the application for completeness and the required evidence of compliance. Incomplete applications will be returned or put "on hold" pending receipt of the missing information or evidence. To avoid delay applicants should follow the "Guidance Notes" attached to the application forms. **Existing licence holders applying for any change to their licence must always include with their application a legible photocopy of their existing licence including the revalidation page.** This is to facilitate the administration of ratings – see Part E below.

Applications are dealt with in strict order of receipt; individual applications cannot be expedited. Details of turnaround times are available on our web site and are updated weekly. However, individual applications can take much longer if they do not contain the required information and evidence of compliance with the applicable requirements. When an applicant has failed to show evidence of compliance with a licensing requirement the application will be rejected and a letter detailing why will be sent to the applicant. Once the applicant has met all requirements the item will be processed in **date order from the initial application.**

## Part C Evidence of Identity and Nationality

Applicants applying for the issue of a Part-FCL or UK National licence must provide evidence of identity. A passport or alternatively a birth certificate together with another means of identification in the same name and containing a photograph, must be submitted. An identity card incorporating a photograph is acceptable in the case of EEA/EU Nationals. For further information regarding such identity cards, please refer to the Home Office website at [www.ind.homeoffice.gov.uk](http://www.ind.homeoffice.gov.uk). Where the applicant is enrolled on a course with an approved training provider holding an approval issued by the UK CAA, photocopies of evidence of identity are acceptable provided the relevant information is clearly presented and is certified by the Head of Training (or authorised signatory) of the approved training provider.

## Part D Scheme of Charges

Details of the scheme of charges may be found on the CAA website at [www.caa.co.uk/pldcharges](http://www.caa.co.uk/pldcharges). Only ratings that are valid on the date the licence is printed will be shown in the ratings section of the new licence. Lapsed ratings will be recorded on the reverse side of the licence. If any such rating is subsequently renewed, the licence must be sent to the CAA for re-printing with the renewed rating entered in the ratings section.

There are specific arrangements for the application of charges at the point of conversion of an existing licence to a Part-FCL licence, as follows:

- When any JAR-FCL licence, or UK (non-JAR) licence containing a Part-FCL aircraft rating, is submitted to the CAA for amendment, it will have to be converted to a Part-FCL licence and re-printed as such. The licence conversion fee will therefore be payable on application for the change to the existing licence.
- At the time of licence conversion any existing or past privileges that have been exercised and are on the licence or for which documentary evidence of entitlement is provided in accordance with the conversion terms of Section 4 Part P with the application that invokes the conversion, will be included in the new Part-FCL licence for the conversion fee. If the application includes adding any new privilege not previously exercised – such as an aircraft rating not previously included in the licence – the fee for adding that privilege will apply in addition to the conversion fee.
- Where there is a pre-existing privilege that the licence holder wishes to have included in the new licence, but the required evidence is not provided with the licence application that invokes conversion of the licence, the subsequent application for addition of the privilege to the Part-FCL licence will be charged for as a new transaction and so will incur the appropriate fee for the privilege that is to be added.

## Part E The Administration of Ratings

Whenever a licence is amended and re-printed by the CAA, the new/amended version will have only the ratings that are valid on that day included in the ratings section. A list of the expired ratings previously held will be printed on the back of the licence so that examiners will have the evidence of previous qualification in order to perform a renewal; but it will then be necessary to apply to the CAA to have the rating included in the licence again before it can be used. Licence holders should keep in mind that if their licence is re-printed for any reason any lapsed ratings will be moved from Sections XII and XIII to the back of the licence. When the revalidation requirements for a rating have been complied with but the rating no longer appears in Sections XII and XIII, the licence holder must apply to the CAA to have the rating reinstated within the licence.

## Part F Change of Name and other personal particulars

The personal details that appear on your licence should match the information on your photo ID and include your current permanent address.

Please note that if you are the holder of an existing UK issued JAR Flight Crew licence which has not already been converted to a Part-FCL licence, the conversion process will take place when you apply to update your details. This will require you to send us additional information, using the following link

<http://www.caa.co.uk/application.aspx?catid=2685&pagetype=65&appid=54&mode=detail&approc=37>

## Part G Lost Flight Crew Licence

Where a licence has been lost, the holder shall make request for a Replacement Pilot Licence using the link addresses shown below:

Commercial Pilots <http://www.caa.co.uk/commercialpilots>

Private Pilots <http://www.caa.co.uk/privatepilots>

the appropriate fee as per the current Scheme of Charges will be requested during the process. If the lost licence is of a category no longer issued by the CAA the appropriate equivalent licence will be issued – see Part K below.

Where a licence has been lost and the holder needs to operate an aircraft the operating company may make a request in writing for an exemption to be issued, together with the appropriate fee (as per the Scheme of Charges) to allow for the pilot to operate without their licence being carried on the aircraft. The request from the operating company may be made by fax to 01293 573996, and should include the following information:

- Name and Licence Number of the pilot;
- Name of the operating company;
- Type and series of aircraft to be operated without the licence in hand;
- Nature of Operation;
- Length of time exemption is required.

Exemptions are issued for a short period until such time as the pilot is able to locate his/ her licence or a duplicate licence has been issued. An exemption to allow flight without a licence will **not** be issued to a pilot who does not hold the appropriate licence, medical or rating.

## Part H Lost Flying Log/logbook

Pilots are required under European and UK legislation to keep a log/logbook detailing their flying in accordance with the applicable requirements.

Individuals who have lost their flying log(s)/logbook(s) and are intending to obtain further licences/ ratings on the basis of the experience that was contained in those records may set out a replacement record to the best of their knowledge and certify that it is a true record by obtaining a Sworn Affidavit, completed through a solicitor or Commissioner for Oaths. The flying hours must be detailed into categories in accordance with the applicable licence requirements and submitted with the Sworn Affidavit when any further application is made.

Individuals who do not intend to obtain any further licence are not required to obtain a Sworn Affidavit for their past flying. However, they must start a new flying log/logbook to comply with their obligations under the law.

## Part I Non-Expiring Licences

Many UK private pilot licences and all licences issued from 17 September 2012 are non-expiring (lifetime) licences. The validity of such a licence depends upon the licence holder also having a valid medical certificate appropriate to the licence. The use of the licence for the piloting of aircraft will depend upon the validity of the ratings on the licence and/or the recency criteria set out in the requirements. In addition, a licence will cease to be in force if it is revoked, provisionally suspended or suspended by the CAA or the holder requests that it is cancelled.

## Part J Expiring Licences

Where a licence has an expiry date and that date has passed the licence is no longer in force and is not valid. If the holder intends to use the privileges of the licence into the future, application must be made for a replacement licence, which will be non-expiring.

An applicant may apply for the re-issue of their licence before or after it ceases to be valid as shown in Section IX of the licence. The applicant must hold a medical certificate appropriate to the licence on the day that the new licence is issued.

Expiring or lost licences will be replaced according to the following table. Holders of UK (non-JAR) licences have the option of complying with the requirements for conversion to a European Part-FCL licence and obtaining such a licence.

Existing / Expiring Licence	Replacement Licence	EASA conversion options
NPPL(SSEA, SLMG)	NPPL(SSEA, SLMG)	LAPL(A), LAPL(S)
PPL(SLMG)	PPL(SLMG)	SPL, LAPL(S), PPL(A)
NPPL(M) PPL(M)	NPPL (Microlight)	Not applicable
PPL(Gyroplane)	PPL(Gyroplane)	Not applicable
UK PPL(A)	UK PPL(A)	Part-FCL PPL(A)
UK CPL(A)	UK CPL(A)	Part-FCL CPL(A)
UK BCPL(A) Unrestricted	UK CPL(A)	Part-FCL CPL(A)
UK BCPL(A) Restricted	UK PPL(A)	Part-FCL PPL(A)
UK ATPL(A)	UK ATPL(A)	Part-FCL ATPL(A), CPL(A)
JAR PPL(A)	Part-FCL PPL(A)	Not applicable
JAR CPL(A)	Part-FCL CPL(A)	Not applicable
JAR CPL(A) marked "Valid for UK registered Aircraft"	UK CPL(A)	Part-FCL CPL(A)
JAR MPL(A)	Part-FCL MPL(A)	Not applicable
JAR ATPL(A)	Part-FCL ATPL(A)	Not applicable
JAR ATPL(A) marked "Valid for UK registered Aircraft"	UK ATPL(A)	Part-FCL ATPL(A), CPL(A)

Existing / Expiring Licence	Replacement Licence	EASA conversion options
UK PPL(H)	UK PPL(H)	Part-FCL PPL(H)
UK CPL(H and G)	UK CPL(H)	Part-FCL CPL(H)
UK ATPL(H and G)	UK ATPL(H)	Part-FCL ATPL(H), CPL(H)
JAR PPL(H)	Part-FCL PPL(H)	Not applicable
JAR CPL(H)	Part-FCL CPL(H)	Not applicable
JAR CPL(H) marked "Valid for UK registered Aircraft"	UK CPL(H)	Part-FCL CPL(H)
JAR ATPL(H)	Part-FCL ATPL(H)	Not applicable
UK PPL(BA)	UK PPL(BA)	LAPL(B), BPL
UK CPL(B)	UK CPL(B)	BPL
UK CPL(As)	UK CPL(As)	Part-FCL CPL(As)
FRTOL (not included in pilot licence)	FRTOL (As a separate licence or within a pilot licence)	Not applicable

## Part K Licensing Public Counter Service

Personnel Licensing provide a public counter service within Aviation House at Gatwick. Its primary purpose is to provide a walk-in service for licensing transactions. Any applications may be made via the counter. Depending upon the time of day and the number of applicants a same-day, or while you wait service may be available.

**Enquiries of a general nature may be addressed at the counter, but not questions concerning the detail of licensing requirements or policy, or how the requirements may or may not apply in particular circumstances.**

New applicants and existing licence holders who have questions concerning licensing requirements should first check this CAP 804 and the CAA website. Any remaining questions should then be submitted by e-mail to [FCLWEB@caa.co.uk](mailto:FCLWEB@caa.co.uk) so that the matter may be properly considered and responded to in writing. Where it becomes apparent that a visitor to the public counter has a complex question, staff have been instructed to refer the enquirer to CAA publications and then if necessary to submit the question in writing for a written response.

The opening hours of the Public Counter are: **Monday to Friday 08:30 – 16:30.**

Applicants are seen in order of arrival and may experience delays during busy periods.

We offer the following "same day" counter services:

- Addition of a type or class rating to a flight crew licence.
- Renewal of a type or class rating to a flight crew licence.
- Removal of a restriction from a flight crew licence.
- Revalidation or Renewal of a flight crew licence.
- Change of Address.
- Inclusion of an Instructor Rating.
- Removal of restrictions from the Instructor Rating.



“Same day” services are subject to the following:

- Applicants must present themselves with the relevant and complete documentation before 12:00 noon. (The CAA will refuse any incomplete application).
- The maximum number of applications accepted from any one applicant/company for a same day service, without prior written agreement, is 4.
- Applications for a same day service must be collected prior to the Public Counter closing at 16:30.
- Applications cannot be submitted for collection the following working day.

The length of time that an individual may have to wait will be dependent on the number of applications received prior to their arrival at the counter.

Paperwork brought in for a same day service which has not been collected will be posted to the customer by second-class post within the published SARG Code of Practice timescale.

Any multiple rating applications (four or more) for a same day service to be made by one person/company shall be agreed beforehand with the Licensing Services Manager. Requests should be made in writing by letter or e-mail to [fclweb@caa.co.uk](mailto:fclweb@caa.co.uk) or by fax on 01293 573996. In order to maintain the service we provide we are not able to pre-book slots.

We are unable to provide a same day service for applications for initial licence issue or licence upgrade or any other service not listed above; however the applications may be handed in at the counter.

INTENTIONALLY LEFT BLANK

## Section 4 EASA Licences – Guide to Part-FCL

For convenient reference the requirements of Part-FCL have been reproduced as boxed text within this section for each kind of licence, rating etc. Some Part-FCL requirements make reference to more than one category of aircraft. For clarity, the Part-FCL text as included in this CAP 804 has been edited to remove references not relevant to the specific section, with some consequential minor wording changes. These deviations from the text of Part-FCL are indicated by underlining. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011) which may be found on the EASA website.

### Part A General Requirements relating to all Part-FCL Licences

European (EU) legislation has changed the pilot licensing rules that affect the privileges of many existing licence holders. The European Regulation 216/2008 (often referred to as the “Basic EASA Regulation”) and the subordinate Regulations (the Implementing Rules) that have been enacted are binding in UK law and replace and override the equivalent national aviation legislation in the Air Navigation Order. The new rules are based on JAR-FCL, but there are significant differences.

The EU rules became effective as of 8 April 2012. Part-FCL is implemented in the UK from 17 September 2012.

The full text of Regulation 1178/2011 (Part-FCL is Annex 1 to that Regulation) is available through the EASA website.

#### 1 Applicability

Part-FCL applies to Part-FCL Licences issued from the date of implementation of Part-FCL and to JAR-FCL Licences that are deemed to be Part-FCL Licences by the Aircrew Regulation.

#### 2 Privileges

The privileges of EASA pilot licences, associated ratings, certificates and the conditions of their validity and use can be found in the relevant parts of this Section 4 of CAP 804.

#### 3 Requirements

The following requirements apply to all Part-FCL Licences, Ratings and Certificates:

- FCL.001 Competent authority
- FCL.005 Scope
- FCL.010 Definitions
- FCL.015 Application and issue of licences, ratings and certificates
- FCL.020 Student pilot
- FCL.025 Theoretical knowledge examinations for the issue of licences
- FCL.030 Practical skill test
- FCL.035 Crediting of flight time and theoretical knowledge

- FCL.040 Exercise of the privileges of licences
  - FCL.045 Obligation to carry and present documents
  - FCL.050 Recording of flight time
  - FCL.055 Language proficiency
  - FCL.060 Recent experience
  - FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport
  - FCL.070 Revocation, suspension and limitation of licences, ratings and certificates
- For convenience the text of these requirements is reproduced below. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.001 Competent authority**

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

**FCL.005 Scope**

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**

The definitions of FCL.010 are reproduced in CAP 804 Section 1, Part B.

**FCL.015 Application and issue, revalidation and 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 applicant complies with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Part and Part-Medical.
- (b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the competent authority.
- (c) A person shall not hold at any time more than one licence per category of aircraft issued in accordance with 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 pilot has requested a change of competent authority and a transfer of his licensing and medical records to that authority.

For the purpose of FCL.015 (a), the UK CAA is the competent authority for the UK; this is specified in the Air Navigation Order

**FCL.020 Student pilot**

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

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

- (a) Responsibilities of the applicant
  - (1) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or rating under the responsibility of one Member State.
  - (2) Applicants shall only take the theoretical knowledge examination when recommended by the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
  - (3) The recommendation by an ATO shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by the ATO, based on the needs of the applicant.
- (b) Pass standards
  - (1) A pass in a theoretical knowledge examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking.
  - (2) Unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all the required 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 applicant has failed to pass one of the theoretical knowledge examination papers within 4 attempts, or has failed to pass all papers within either 6 sittings or the period mentioned in paragraph (2), he/she shall re-take the complete set of examination papers.  
Before re-taking the theoretical knowledge examinations, the applicant shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the training organisation, based on the needs of the applicant.
- (c) Validity period
  - (1) The successful completion of the theoretical knowledge examinations will be valid:
    - (i) for the issue\* of a light aircraft pilot licence, a private pilot licence, a sailplane pilot licence or a balloon pilot licence, for a period of 24 months;
    - (ii) for the issue\* of a commercial pilot licence, instrument rating (IR) or en route instrument rating (EIR), for a period of 36 months;
    - (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).

**\* Note:** The validity periods specified are for the issue of a licence or rating, as applicable. This means that the licence and/or rating must be issued by the Authority before the theoretical knowledge examinations validity period expires. It is the responsibility of the applicant to ensure that any licence application is submitted to the CAA at least 10 working days prior to the expiry of the examinations.

(2) The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:

- (i) an IR entered in the licence; or
- (ii) in the case of helicopters, a helicopter's type rating entered in that licence.

#### **FCL.030 Practical skill test**

- (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.
- (b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation/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 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) PIC or under instruction
  - (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.
  - (ii) A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.
  - (iii) A graduate of a CPL/IR integrated training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the PIC time required for the issue of the commercial pilot licence and a multi-engine type or class rating.
- (3) Flight time as co-pilot or PICUS. Unless otherwise determined in this Part, the holder of a pilot licence, when acting as co-pilot or PICUS, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.

##### **(b) Crediting of theoretical knowledge**

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

- (2) An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for a light aircraft pilot licence or a private pilot licence in the same category of aircraft.
- (3) The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft.
- (4) The holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to this Part.
- (5) Notwithstanding point (b)(3), the holder of an IR(A) who has completed a competency-based modular IR(A) course or the holder of an EIR shall only be credited in full towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft when also having passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance with FCL.720.A.(b)(2)(i).

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

#### **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.

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

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

#### **FCL.050 Recording of flight time**

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

#### **FCL.055 Language proficiency**

Refer to CAP 804, Section 4, Part M for full English Language Proficiency requirements.

**FCL.060 Recent experience**

- (a) *Balloons*. A pilot shall not operate a balloon in commercial air transport or carrying passengers unless he/she has completed in the preceding 180 days:
- (1) at least 3 flights as a pilot flying in a balloon, of which at least 1 shall be in a balloon of the relevant class and group; or
  - (2) 1 flight in the relevant class and group of balloon under the supervision of an instructor qualified in accordance with Subpart J.
- (b) *Aeroplanes, helicopters, powered-lift, airships and sailplanes*. A pilot shall not operate an aircraft in commercial air transport or carrying passengers:
- (1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and
  - (2) as PIC at night unless he/she:
    - (i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or
    - (ii) holds an IR;
  - (3) as cruise relief co-pilot unless he/she:
    - (i) has complied with the requirements in (b)(1); or
    - (ii) has carried out in the preceding 90 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
    - (iii) has carried out recency and refresher flying skill training in an FFS at intervals not exceeding 90 days. This refresher training may be combined with the operator's refresher training prescribed in the relevant requirements of Part-ORO.
  - (4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the 3 take-offs, approaches and landings required in (1) may be performed as defined in the operational suitability data established in accordance with Part-21.
  - (5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with Part-21, the 3 take-offs, approaches and landings required in (1) may be performed in just one of the types, provided that the pilot has completed at least 2 hours of flight in each of the types of helicopter, during the preceding 6 months.
- (c) Specific requirements for commercial air transport
- (1) In the case of commercial air transport, the 90-day period prescribed in subparagraphs (b)(1) and (2) above may be extended up to a maximum of 120 days, as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner.
  - (2) When the pilot does not comply with the requirement in (1), he/she shall complete a training flight in the aircraft or an FFS of the aircraft type to be used, which shall include at least the requirements described in (b)(1) and (2) before he/she can exercise his/her privileges.



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

- (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.
- (b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.
- (c) Age 70. The holder of a balloon or sailplane pilot licence who has attained the age of 70 years shall not act as a pilot 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 Part-FCL may be limited, suspended or revoked by the competent authority when the pilot does not comply with the requirements of this Part, Part-Medical or the applicable operational requirements, in accordance with the conditions and procedures laid down in Part-ARA.
- (b) When the pilot has his/her licence suspended or revoked, he/she shall immediately return the licence or certificate to the competent authority.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Part B **EASA Light Aircraft Pilot Licences (LAPL) for Aeroplanes, Helicopters, Sailplanes and Balloons**

### Subpart 1 **EASA Light Aircraft Pilot Licence for Aeroplanes – LAPL(A)**

#### 1 **Applicability**

The holder of an EASA LAPL(A) may exercise the privileges of the licence to fly EASA aeroplanes registered in the EU and non-EASA aeroplanes registered in the UK that come within the privileges of the licence.

#### 2 **Privileges**

**EASA Aeroplanes** – The privileges and conditions of the EASA LAPL(A) are defined in FCL.105 and FCL.105.A as follows:

##### **FCL.105 LAPL – Privileges and conditions**

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

##### **FCL.105.A LAPL(A) – Privileges and conditions**

- (a) The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.
- (b) Holders of an LAPL(A) shall only carry passengers once they have completed 10 hours of flight time as PIC on aeroplanes or TMG after the issuance of the licence.

**Non-EASA Aeroplanes** – Article 62(5) of the ANO renders the EASA LAPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes.

#### 3 **Requirements**

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA LAPL(A) shall comply with the following Part-FCL requirements:

- FCL.100 Minimum Age
- FCL.105 Privileges and Conditions
- FCL.105.A LAPL(A) Privileges and Conditions

FCL.110	Crediting for the same aircraft category
FCL.110.A	LAPL(A) – Experience requirements and crediting
FCL.115	Training Course
FCL.120	Theoretical Knowledge Examination
FCL.125	Skill Test
FCL.135.A	Extension of Privileges
FCL.140.A	Recency Requirements

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the LAPL shall hold a valid Class 1, Class 2 or LAPL medical certificate.

#### **FCL.100 LAPL(A) – Minimum age**

Applicants for the LAPL for aeroplanes – LAPL(A) shall be at least 17 years of age;

#### **FCL.105 and 105.A LAPL(A) – Privileges and conditions**

See above.

#### **FCL.110 LAPL(A) – Crediting for the same aircraft category**

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

#### **FCL.110.A LAPL(A) – Experience requirements and crediting**

- (a) Applicants for an LAPL(A) shall have completed at least 30 hours of flight instruction on aeroplanes or TMGs, including at least:
  - (1) 15 hours of dual flight instruction in the class in which the skill test will be taken;
  - (2) 6 hours of supervised solo flight time, including at least 3 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- (b) *Specific requirements for applicants holding an LAPL(S) with TMG extension.* Applicants for an LAPL(A) holding an LAPL(S) with TMG extension shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG extension and complied with the requirements of FCL.135.A(a) on aeroplanes.
- (c) *Crediting.* Applicants with prior experience as PIC may be credited towards the requirements in (a).  
The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:
  - (1) not exceed the total flight time as PIC;

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

**FCL.115 LAPL(A) – Training course**

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

**FCL.120 LAPL(A) – Theoretical knowledge examination**

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

(a) common subjects:

- Air law,
- Human performance,
- Meteorology, and
- Communications;

(b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

**FCL.125 LAPL(A) – Skill test**

(a) Applicants for an LAPL(A) shall demonstrate through the completion of a skill test the ability to perform, as PIC aeroplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

(b) Applicants for the skill test shall have received flight instruction on the same class or type of aeroplane to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.

(c) Pass marks

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the aeroplane flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

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

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

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

- (a) Holders of an LAPL (A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG:
- (1) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
  - (2) refresher training of at least 1 hour of total flight time with an instructor.
- (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).

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**FCL.105.A(b) – GM**

Where the LAPL(A) was granted on the basis of conversion of a previously held national UK aeroplane licence, hours flown since the issuance of the previously held licence will be credited for compliance with this requirement.

**5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilot's licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1.

INTENTIONALLY LEFT BLANK



## Subpart 2 EASA Light Aircraft Pilot Licence for Helicopters – LAPL(H)

### 1 Applicability

The holder of an EASA LAPL(H) may exercise the privileges of the licence to fly EASA Helicopters registered in the EU.

### 2 Privileges

**EASA Helicopters** – The privileges and conditions of the EASA LAPL(H) are defined in FCL.105 and FCL.105.H as follows:

#### **FCL.105 LAPL(H) – Privileges and conditions**

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

#### **FCL.105.H LAPL(H) – Privileges and conditions**

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

**Non-EASA helicopters** – Non EASA helicopter type ratings cannot be added to an EASA licence. For the addition of a non EASA helicopter type rating, a pilot will require a UK national licence with the Non EASA type rating.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA LAPL(H) shall comply with the following Part-FCL requirements:

FCL.100	Minimum Age
FCL.105	Privileges and Conditions
FCL.105.H	Privileges and Conditions
FCL.110	Crediting for the same aircraft category
FCL.110.H	LAPL(H) – Experience requirements and crediting
FCL.115	Training Course
FCL.120	Theoretical Knowledge Examination
FCL.125	Skill Test
FCL.135.H	Extension of Privileges
FCL.140.H	Recency Requirements

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the LAPL shall hold a valid Class 1, Class 2 or LAPL medical certificate.

#### **FCL.100 LAPL(H) – Minimum age**

Applicants for the LAPL for Helicopters – LAPL(H) shall be at least 17 years of age.

#### **FCL.105 and FCL.105.H LAPL(H) – Privileges and conditions**

As above.

#### **FCL.110 LAPL(H) – Crediting for the same aircraft category**

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

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

- (a) Applicants for the LAPL(H) shall have completed 40 hours of flight instruction on helicopters. At least 35 hours of which shall be flown on the type of helicopter that is to be used for the skill test. The flight instruction shall include at least:
  - (1) 20 hours of dual flight instruction; and
  - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- (b) *Crediting.* Applicants with prior experience as PIC may be credited towards the requirements in (a).  
The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:
  - (1) not exceed the total flight time as PIC;
  - (2) not exceed 50% of the hours required in (a);
  - (3) not include the requirements in (a)(2).

#### **FCL.115 LAPL(H) – Training course**

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

#### **FCL.120 LAPL(H) – Theoretical knowledge examination**

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

- (a) common subjects:
  - Air law,
  - Human performance,
  - Meteorology, and
  - Communications;

(b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

#### **FCL.125 LAPL(H) – Skill test**

- (a) Applicants for an LAPL(H) shall demonstrate through the completion of a skill test the ability to perform, as PIC on helicopters, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) Applicants for the skill test shall have received flight instruction on the same type of helicopter to be used for the skill test. The privileges will be restricted to the type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.

(c) Pass marks

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the helicopter flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

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

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

- (1) 5 hours of flight instruction, including:
  - (i) 15 dual take-offs, approaches and landings;
  - (ii) 15 supervised solo take-offs, approaches and landings;
  - (iii) a skill test to demonstrate an adequate level of practical skill in the new type.

During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:

- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge.

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

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

- (a) Holders of an LAPL(H) shall only exercise the privileges of their licence on a specific type when they have completed on helicopters of that type in the last 12 months:
- (1) at least 6 hours of flight time as PIC, including 6 take-offs, approaches and landings; and
  - (2) refresher training of at least 1 hour total flight time with an instructor.
- (b) Holders of an LAPL(H) who do not comply with the requirements in (a) shall:
- (1) pass a proficiency check with an examiner on the specific type before they resume the exercise of the privileges of their licence; or
  - (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1.

## Subpart 3 EASA Light Aircraft Pilot Licence for Sailplanes – LAPL(S)

### 1 Applicability

The holder of an EASA LAPL(S) may exercise the privileges of the licence to fly EASA Sailplanes registered in the EU.

### 2 Privileges

**EASA Sailplanes** – The privileges and conditions of the EASA LAPL(S) are defined in FCL.105 and FCL.105.S as follows:

#### **FCL.105 LAPL(S) – Privileges and conditions**

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

#### **FCL.105.S LAPL(S) – Privileges and conditions**

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

**NOTE:** The holder of an LAPL(S) may fly Sailplanes and Powered Sailplanes (i.e. Self Launching Motor Gliders excluding Touring Motor Gliders (TMG)). The licence holder is not entitled to fly Touring Motor Gliders unless the TMG is included in the licence.

**Non-EASA sailplanes** – Under the ANO, no licence is required for a private flight in a non-EASA sailplane.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA LAPL(S) shall comply with the following Part-FCL requirements:

- FCL.100 Minimum Age
- FCL.105 Privileges and Conditions
- FCL.105.S Privileges and Conditions
- FCL.110 Crediting for the same aircraft category
- FCL.110.S LAPL(S) — Experience requirements and crediting
- FCL.115 Training Course
- FCL.120 Theoretical Knowledge Examination
- FCL.125 Skill Test
- FCL.130.S Launch Methods

FCL.135.S Extension of Privileges

FCL.140.S Recency Requirements

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the LAPL shall hold a valid Class 1, Class 2 or LAPL medical certificate.

**FCL.100 LAPL(S) — Minimum age**

Applicants for the LAPL for Sailplanes – LAPL(S) shall be at least 16 years of age;

**FCL.105 and FCL.105.S LAPL(S) — Privileges and conditions**

As above.

**FCL.110 LAPL(S) — Crediting for the same aircraft category**

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

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

- (a) Applicants for an LAPL(S) shall have completed at least 15 hours of flight instruction in sailplanes, or powered sailplanes, including at least:
  - (1) 10 hours of dual flight instruction;
  - (2) 2 hours of supervised solo flight time;
  - (3) 45 launches and landings;
  - (4) 1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM).
- (b) Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.
- (c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

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

  - (1) not exceed the total flight time as PIC;
  - (2) not exceed 50% of the hours required in (a);
  - (3) not include the requirements in (a)(2) to (a)(4).

**FCL.115 LAPL(S) — Training course**

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

**FCL.120 LAPL(S) — Theoretical knowledge examination**

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

- (a) common subjects:

- Air law,
- Human performance,
- Meteorology, and
- Communications;

(b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

#### **FCL.125 LAPL(S) – Skill test**

(a) Applicants for an LAPL(S) shall demonstrate through the completion of a skill test the ability to perform, as PIC on sailplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

(b) Applicants for the skill test shall have received flight instruction on the same class or type of sailplane to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.

(c) Pass marks

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the sailplane flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

#### **FCL.130.S LAPL(S) – Launch methods**

(a) The privileges of the LAPL(S) shall be limited to the launch method included in the skill test. This limitation may be removed when the pilot has completed:

- (1) in the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
- (2) in the case of aero tow or self launch, a minimum of 5 launches in dual flight instruction, and 5 solo launches under supervision. In the case of self launch, dual flight instruction may be done in a TMG;
- (3) in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.

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

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

- (d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.

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

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

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

### **FCL.140.S LAPL(S) – Recency requirements**

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



## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### **FCL.105.S (b) – GM**

Where the LAPL(S) was granted on the basis of conversion the UK conversion terms for Sailplane pilots contained in this CAP 804, Part I, Section 4, Part P, flight time and launches accrued since being permitted to carry passenger flights under the procedures of the British Gliding Association will be credited for compliance with this requirement.

## **5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.1.

INTENTIONALLY LEFT BLANK

## Subpart 4 EASA Light Aircraft Pilot Licence for Balloons – LAPL(B)

### 1 Applicability

The holder of an EASA LAPL(B) may exercise the privileges of the licence to fly EASA Balloons registered in the EU and non-EASA Balloons registered in the UK that come within the privileges of the licence.

### 2 Privileges

**EASA Balloons** – The privileges and conditions of the EASA LAPL(B) are defined in FCL.105 and FCL.105.B as follows:

#### **FCL.105 LAPL – Privileges and conditions**

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

#### **FCL.105.B LAPL(B) – Privileges**

- (a) The privileges of the holder of an LAPL for balloons are to act as PIC on hot-air balloons or hot-air airships with a maximum of 3400 m<sup>3</sup> envelope capacity or gas balloons with a maximum of 1260 m<sup>3</sup> envelope capacity, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.

**Non-EASA balloons** – Article 62(5) of the ANO renders the EASA LAPL(B) to be a valid licence with the same privileges for non-EASA balloons.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA LAPL(B) shall comply with the following Part-FCL requirements:

- FCL.100 Minimum Age
- FCL.105 Privileges and Conditions
- FCL.105.B Privileges and Conditions
- FCL.110 Crediting for the same aircraft category
- FCL.110.B LAPL(B) – Experience requirements and crediting
- FCL.115 Training Course
- FCL.120 Theoretical Knowledge Examination
- FCL.125 Skill Test
- FCL.130.B Extension of Privileges to Tethered Flight
- FCL.135.B Extension of Privileges to Another Balloon Class

**FCL.140.B Recency Requirements**

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the LAPL shall hold a valid Class 1, Class 2 or LAPL medical certificate.

**FCL.100 LAPL(B) — Minimum age**

Applicants for the LAPL for Balloons – LAPL(B) shall be at least 16 years of age;

**FCL.105 and FCL.105.B LAPL(B) — Privileges and conditions**

As above.

**FCL.110 LAPL(B) — Crediting for the same aircraft category**

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

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

- (a) Applicants for an LAPL(B) shall have completed on balloons of the same class at least 16 hours of flight instruction, including at least:
  - (1) 12 hours of dual flight instruction;
  - (2) 10 inflations and 20 take-offs and landings; and
  - (3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.
- (b) *Crediting.* Applicants with prior experience as PIC on balloons may be credited towards the requirements in (a).  
 The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:
  - (1) not exceed the total flight time as PIC on balloons;
  - (2) not exceed 50% of the hours required in (a);
  - (3) not include the requirements of (a)(2) and (a)(3).

**FCL.115 LAPL(B) — Training course**

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

**FCL.120 LAPL(B) — Theoretical knowledge examination**

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

- (a) common subjects:
  - Air law,
  - Human performance,
  - Meteorology, and
  - Communications;

(b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

#### **FCL.125 LAPL(B) – Skill test**

(a) Applicants for an LAPL(B) shall demonstrate through the completion of a skill test the ability to perform, as PIC on balloons, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

(b) Applicants for the skill test shall have received flight instruction on the same class of balloon to be used for the skill test. The privileges will be restricted to the class used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.

(c) Pass marks

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the balloon flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

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

(a) The privileges of the LAPL(B) shall be limited to non-tethered flights. This limitation may be removed when the pilot has completed at least 3 tethered instruction flights.

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

(c) In order to maintain this privilege, pilots shall complete a minimum of 2 tethered flights during the last 24 months.

(d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of tethered flights flying dual or solo under the supervision of an instructor in order to renew the privileges.

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

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

- (a) 5 dual instruction flights; or
- (b) in the case of an LAPL(B) for hot-air balloons wishing to extend their privileges to hot-air airships, 5 hours of dual flight instruction time; and

(c) a skill test, during which they shall demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:

- Principles of flight,
- Operational procedures,
- Flight performance and planning, and
- Aircraft general knowledge.

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

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

- (1) 6 hours of flight time as PIC, including 10 take-offs and landings; and
- (2) 1 training flight with an instructor;
- (3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time in that class within the last 24 months, including 3 take-offs and landings.

(b) Holders of an LAPL(B) who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:

- (1) pass a proficiency check with an examiner in the appropriate class; or
- (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilot's licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.1.

## Part C **EASA Private Pilot Licence (PPL), Sailplane Pilot Licence (SPL) and Balloon Pilot Licence (BPL)**

### Subpart 1 **EASA Private Pilot Licence for Aeroplanes – PPL(A)**

#### 1 **Applicability**

The holder of an EASA PPL(A) may exercise the privileges of the licence to fly EASA Aeroplanes registered in the EU and non-EASA Aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

#### 2 **Privileges**

**EASA Aeroplanes** – The privileges and conditions of the EASA PPL(A) are defined in FCL.205 and FCL.205.A as follows:

##### **FCL.205 Privileges and conditions**

Applicants for the issue of a PPL(A) shall have fulfilled the requirements for the class or type rating for the aeroplane used in the skill test, as established in Subpart H of EASA Part-FCL.

##### **FCL.205.A PPL(A) Privileges and conditions**

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

**NOTE:** The PPL(A) is not valid to fly EASA Sailplanes and Powered Sailplanes, except for Touring Motor Gliders (TMG).

**Non-EASA aeroplanes** – Article 62(5) of the ANO 2009 renders the EASA PPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes.

#### 3 **Requirements**

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA PPL(A) shall comply with the following Part-FCL requirements:

FCL.200	Minimum Age
FCL.205	Privileges and Conditions
FCL.205.A	Privileges and Conditions
FCL.210	Training Course

- FCL.210.A PPL(A) — Experience requirements and crediting  
 FCL.215 Theoretical Knowledge Examination  
 FCL.235 Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the PPL(A) shall hold a valid Class 1 or Class 2 medical certificate.

**FCL.200 PPL(A) — Minimum age**

Applicants for the PPL for aeroplanes — PPL(A) shall be at least 17 years of age;

**FCL.205 and FCL.205.A PPL(A) — Privileges and Conditions**

As above.

**FCL.210 PPL(A) — Training Course**

Applicants for a PPL(A) shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

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

- (a) Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or 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 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.
- (b) *Specific requirements for applicants holding an LAPL(A).* Applicants for a PPL (A) holding an LAPL(A) shall have completed at least 15 hours of flight time on aeroplanes after the issue of the LAPL (A), of which at least 10 shall be flight instruction completed in a training course at an ATO. This training course shall include at least 4 hours of supervised solo flight time, including at least 2 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.
- (c) *Specific requirements for applicants holding an LAPL(S) with a TMG extension.* Applicants for a PPL (A) holding an LAPL(S) with a TMG extension shall have completed:
- (1) at least 24 hours of flight time on TMG after the endorsement of the TMG extension; and
  - (2) 15 hours of flight instruction in aeroplanes in a training course at an ATO, including at least the requirements of (a)(2).
- (d) *Crediting.* Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours. The amount of credit given shall in any case not include the requirements in (a)(2).



**FCL.215 PPL(A) – Theoretical Knowledge Examination**

Applicants for a PPL(A) shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

(a) Common subjects:

- Air law,
- Human performance,
- Meteorology, and
- Communications;

(b) Specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

**FCL.235 PPL(A) – Skill Test**

(a) Applicants for a PPL(A) shall demonstrate through the completion of a skill test the ability to perform, as PIC aeroplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

(b) An applicant for the skill test shall have received flight instruction on the same class or type of aeroplane to be used for the skill test.

(c) Pass marks.

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the aeroplane flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**United Kingdom Alternative Means of Compliance AltMoC1 FCL.210; FCL.215**

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(A) AND PPL(H)

The tables set out in the **EASA AMC1 FCL.210; FCL.215** contain the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the PPL(A) and PPL(H).

The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity.

The theoretical knowledge instruction provided by the ATO should include a certain element of formal classroom work but may also include other methods of delivery, for example: interactive video, slide or tape presentation, computer-based training and other media distance learning courses.

The training organisation responsible for the training has to check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.

Refer to the tables set out in **EASA AMC1 FCL.210; FCL.215**. The applicable items for each licence are marked with 'x' in the tables. An 'x' on the main title of a subject means that all the sub-divisions are applicable.

## 5 Additional Information

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.1.

## Subpart 2 EASA Private Pilot Licence for Helicopters – PPL(H)

### 1 Applicability

The holder of an EASA PPL(H) may exercise the privileges of the licence to fly EASA Helicopters registered in the EU.

### 2 Privileges

**EASA Helicopters** – The privileges and conditions of the EASA PPL(H) are defined in FCL.205 and FCL.205.H as follows:

#### **FCL.205 Privileges and conditions**

Applicants for the issue of a PPL(H) shall have fulfilled the requirements for the type rating for the helicopter used in the skill test, as established in Subpart H of EASA Part-FCL.

#### **FCL.205.H PPL(H) Privileges and conditions**

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

**Non-EASA Helicopters** – Non-EASA helicopter type ratings cannot be added to an EASA licence. For the addition of a non-EASA helicopter type rating, a pilot will require a UK national licence with the Non-EASA type rating.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA PPL(H) shall comply with the following Part-FCL requirements:

FCL.200	Minimum Age
FCL.205	Conditions
FCL.205.H	Privileges
FCL.210	Training Course
FCL.210.H	PPL(H) — Experience requirements and crediting
FCL.215	Theoretical Knowledge Examination
FCL.235	Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the PPL(H) shall hold a valid Class 1 or Class 2 medical certificate.

#### **FCL.200 PPL(H) — Minimum age**

Applicants for the PPL for helicopters — PPL(H) shall be at least 17 years of age;

#### **FCL.205 and FCL.205.H PPL(H) — Privileges and Conditions**

As above.

#### **FCL.210 PPL(H) — Training Course**

Applicants for a PPL(H) shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

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

- (a) Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS, including at least:
- (1) 25 hours of dual flight instruction; and
  - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.
  - (3) 35 of the 45 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.
- (b) *Specific requirements for an applicant holding an LAPL (H).* Applicants for a PPL (H) holding an LAPL (H) shall complete a training course at an ATO. This training course shall include at least 5 hours of dual flight instruction time and at least 1 supervised solo cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.
- (c) *Applicants holding a pilot licence for another category of aircraft,* with the exception of balloons, shall be credited with 10% of their total flight time as PIC on such aircraft up to a maximum of 6 hours. The amount of credit given shall in any case not include the requirements in (a)(2).

#### **FCL.215 PPL(H) — Theoretical Knowledge Examination**

Applicants for a PPL(H) shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

- (a) Common subjects:
- Air law,
  - Human performance,
  - Meteorology, and
  - Communications;

(b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

#### **FCL.235 PPL(H) – Skill Test**

(a) Applicants for a PPL(H) shall demonstrate through the completion of a skill test the ability to perform, as PIC on helicopters, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

(b) An applicant for the skill test shall have received flight instruction on the same type of helicopter to be used for the skill test.

(c) Pass marks

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the helicopter flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### **United Kingdom Alternative Means of Compliance AltMoC1 FCL.210; FCL.215**

#### **SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(A) AND PPL(H)**

The tables set out in the **EASA AMC1 FCL.210; FCL.215** contain the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the PPL(A) and PPL(H).

The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity.

The theoretical knowledge instruction provided by the ATO should include a certain element of formal classroom work but may also include other methods of delivery, for example: interactive video, slide or tape presentation, computer-based training and other media distance learning courses.

The training organisation responsible for the training has to check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.

Refer to the tables set out in **EASA AMC1 FCL.210; FCL.215**. The applicable items for each licence are marked with 'x' in the tables. An 'x' on the main title of a subject means that all the sub-divisions are applicable.

## **5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.1.

## Subpart 3 EASA Private Pilot Licence for Airships – PPL(As)

### 1 Applicability

The holder of an EASA PPL(As) may exercise the privileges of the licence to fly EASA Airships registered in the EU and non-EASA Airships registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### 2 Privileges

**EASA Airships** – The privileges and conditions of the EASA PPL (As) are defined in FCL.205 and FCL.205.As as follows:

#### **FCL.205 Privileges and conditions**

Applicants for the issue of a PPL(As) shall have fulfilled the requirements for the type rating for the airship used in the skill test, as established in Subpart H of EASA Part-FCL.

#### **FCL.205.As PPL(As) Privileges and conditions**

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

**Non-EASA Airships** – Article 62(5) of the ANO renders the EASA PPL(As) to be a valid licence with the same privileges for non-EASA airships

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA PPL(As) shall comply with the following Part-FCL requirements:

FCL.200	Minimum Age
FCL.205	Privileges and Conditions
FCL.205.As	Privileges and Conditions
FCL.210	Training Course
FCL.210.As	PPL(As) — Experience requirements and crediting
FCL.215	Theoretical Knowledge Examination
FCL.235	Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the PPL(As) shall hold a valid Class 1 or Class 2 medical certificate.

**FCL.200 PPL(As) — Minimum age**

Applicants for the PPL for airships — PPL(As) shall be at least 17 years of age;

**FCL.205 and FCL.205.As PPL(As) — Privileges and Conditions**

As above.

**FCL.210 PPL(As) — Training Course**

Applicants for a PPL(As) shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

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

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

**FCL.215 PPL(As) — Theoretical Knowledge Examination**

Applicants for a PPL(As) shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

- (a) Common subjects:
- Air law,
  - Human performance,
  - Meteorology, and
  - Communications;
- (b) Specific subjects concerning the different aircraft categories:
- Principles of flight,
  - Operational procedures,
  - Flight performance and planning,
  - Aircraft general knowledge, and
  - Navigation.



**FCL.235 PPL(As) – Skill Test**

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

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.1.

INTENTIONALLY LEFT BLANK

## Subpart 4 EASA Sailplane Pilot Licence – SPL

### 1 Applicability

The holder of an EASA SPL may exercise the privileges of the licence to fly EASA Sailplanes registered in the EU and non-EASA Sailplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### 2 Privileges

**EASA Sailplanes** – The privileges and conditions of the EASA SPL are defined in FCL.205 and FCL.205.S as follows:

#### **FCL.205 Privileges and conditions**

Applicants for the issue of an SPL shall have fulfilled the requirements for the class rating for the sailplane used in the skill test, as established in Subpart H of EASA Part-FCL.

#### **FCL.205.S SPL – Privileges and Conditions**

- (a) The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in FCL.135.S (Section 4, Part B subpart 3, LAPL(S)).
- (b) Holders of an SPL shall:
  - (1) carry passengers only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes;
  - (2) be restricted to act without remuneration in non-commercial operations until they have:
    - (i) attained the age of 18 years;
    - (ii) completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes;
    - (iii) passed a proficiency check with an examiner.
- (c) Notwithstanding (b)(2), the holder of an SPL with instructor or examiner privileges may receive remuneration for:
  - (1) the provision of flight instruction for the LAPL(S) or the SPL;
  - (2) the conduct of skill tests and proficiency checks for these licences;
  - (3) the training, testing and checking for the ratings or certificates attached to these licences.

**NOTE:** The holder of an SPL may fly Sailplanes and Powered Sailplanes (i.e. Self Launching Motor Gliders). The licence holder is not entitled to fly Touring Motor Gliders unless a TMG rating is included in the licence.

**Non-EASA sailplanes** – Under the ANO, no licence is required for a private flight in a non-EASA sailplane. Where the SPL holder has complied with the requirements of FCL.205.S (b) (2) for commercial operations, they may use the SPL to fly non-EASA Gliders for the same purposes.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA SPL shall comply with the following Part-FCL requirements:

FCL.200	Minimum Age
FCL.205	Privileges and Conditions
FCL.205.S	Privileges and Conditions
FCL.210	Training Course
FCL.210.S	SPL — Experience requirements and crediting
FCL.215	Theoretical Knowledge Examination
FCL.220.S	SPL — Launch Methods
FCL.230.S	SPL — Recency requirements
FCL.235	Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the SPL shall hold a valid Class 1 or Class 2 medical certificate.

#### **FCL.200 SPL — Minimum age**

Applicants for the Sailplane pilots licence — SPL shall be at least 16 years of age;

#### **FCL.205 and FCL.205.S SPL — Privileges and Conditions**

As above.

#### **FCL.210 SPL — Training Course**

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

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

- (a) Applicants for an SPL shall have completed at least 15 hours of flight instruction on sailplanes or powered sailplanes, including at least the requirements specified in FCL.110.S. (Section 4, Part B Subpart 3, LAPL(S))
- (b) Applicants for an SPL holding an LAPL(S) shall be fully credited towards the requirements for the issue of an SPL.
- (c) 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.
- (d) *Crediting.* Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10% of their total flight time as PIC on such aircraft up to a maximum of 7 hours. The amount of credit given shall in any case not include the requirements of FCL.110.S (a)(2) to (a)(4).

**FCL.215 SPL — Theoretical Knowledge Examination**

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

(a) common subjects:

- Air law,
- Human performance,
- Meteorology, and
- Communications;

(b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

**FCL.220.S SPL — Launch Methods**

The privileges of the SPL shall be limited to the launch method included in the skill test. This limitation may be removed and the new privileges exercised when the pilot complies with the requirements in FCL.130.S. (Section 4, Part B Subpart 3, LAPL(S)).

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

Holders of an SPL shall only exercise the privileges of their licence when complying with the recency requirements in FCL.140.S. (Section 4, Part B Subpart 3, LAPL(S))

(a) *Sailplanes and powered sailplanes*. Holders of an SPL 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, at least:

- (1) 5 hours of flight time as PIC, including 15 launches;
- (2) 2 training flights with an instructor;

(b) *TMG*. Holders of an SPL shall only exercise the privileges of their licence on a TMG when they have:

- (1) completed on TMGs in the last 24 months:
  - (i) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
  - (ii) refresher training of at least 1 hour total flight time with an instructor.
- (2) When the holder of the SPL also has the privileges to fly aeroplanes, the requirements in (1) may be completed on aeroplanes.

(c) Holders of an SPL who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges:

- (1) pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or

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

#### **FCL.235    SPL — Skill Test**

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

## **4      Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5      Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1.

## Subpart 5 EASA Balloon Pilot Licence – BPL

### 1 Applicability

The holder of an EASA BPL may exercise the privileges of the licence to fly EASA Balloons registered in the EU and non-EASA Balloons registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### 2 Privileges

**EASA Balloons** – The privileges of the EASA BPL are defined in FCL.205 and FCL.205.B as follows:

#### **FCL.205 BPL privileges and conditions**

Applicants for the issue of a BPL shall have fulfilled the requirements for the class or group rating for the balloon used in the skill test, as established in Subpart H of EASA Part-FCL.

#### **FCL.205.B BPL privileges and conditions**

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

**Non-EASA Balloons** – Article 62(5) of the ANO 2009 renders the EASA BPL to be a valid licence with the same privileges for non-EASA balloons.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA BPL shall comply with the following Part-FCL requirements:

- FCL.200 Minimum Age
- FCL.205 Conditions
- FCL.205.B Privileges and Conditions

FCL.210	Training Course
FCL.210.B	BPL — Experience requirements and crediting
FCL.215	Theoretical Knowledge Examination
FCL.220.B	BPL Extension of privileges to tethered flights
FCL.225.B	BPL Extension of privileges to another balloon class or group
FCL.230.B	BPL Recency requirements
FCL.235	Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the BPL shall hold a valid Class 1 or Class 2 medical certificate.

#### **FCL.200 BPL — Minimum age**

Applicants for the balloon pilots licence — BPL shall be at least 16 years of age;

#### **FCL.205 and FCL.205.B BPL — Privileges and Conditions**

As above.

#### **FCL.210 BPL — Training Course**

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

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

(a) Applicants for a BPL shall have completed on balloons in the same class and group at least 16 hours of flight instruction, including at least:

- (1) 12 hours of dual flight instruction;
- (2) 10 inflations and 20 take-offs and landings; and
- (3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.

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

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

#### **FCL.215 BPL — Theoretical Knowledge Examination**

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

(a) Common subjects:

- Air law,
- Human performance,
- Meteorology, and
- Communications;



(b) Specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

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

The privileges of the BPL shall be limited to non-tethered flights. This limitation may be removed when the pilot complies with the requirements in FCL.130.B. (Section 4, Part B Subpart 4, LAPL(B))

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

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

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

- (a) in the case of an extension to another class within the same group, complied with the requirements in FCL.135.B; (Section 4 Part B, Subpart 4, LAPL(B)).
- (b) in the case of an extension to another group within the same class of balloons, completed at least:
  - (1) 2 instruction flights on a balloon of the relevant group; and
  - (2) the following hours of flight time as PIC on balloons:
    - (i) for balloons with an envelope capacity between 3 401 m<sup>3</sup> and 6 000 m<sup>3</sup>, at least 100 hours;
    - (ii) for balloons with an envelope capacity between 6 001 m<sup>3</sup> and 10 500 m<sup>3</sup>, at least 200 hours;
    - (iii) for balloons with an envelope capacity of more than 10 500 m<sup>3</sup>, at least 300 hours;
    - (iv) for gas balloons with an envelope capacity of more than 1 260 m<sup>3</sup>, at least 50 hours.

#### **FCL.230.B BPL recency requirements**

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

- (1) 6 hours of flight time as PIC, including 10 take-offs and landings; and
  - (2) 1 training flight with an instructor in a balloon within the appropriate class;
  - (3) in addition, in the case of pilots qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time on that class within the last 24 months, including 3 take-offs and landings.
- (b) Holders of a BPL 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 (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 (a).
- (d) In the case of (c)(1) the holder 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.'

#### **FCL.235 BPL — SkillTest**

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

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.1.

INTENTIONALLY LEFT BLANK

## Part D EASA Commercial Pilot Licence (CPL) for Aeroplanes, Helicopters and Airships

### Subpart 1 EASA Commercial Pilot Licence for Aeroplanes – CPL(A)

#### 1 Applicability

The holder of an EASA CPL(A) may exercise the privileges of the licence to fly EASA Aeroplanes registered in the EU and non-EASA Aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

#### 2 Privileges

**EASA Aeroplanes** – The privileges and conditions of the EASA CPL(A) are defined in FCL.305 as follows:

##### **FCL.305 CPL(A) – Privileges and conditions**

(a) *Privileges.* The privileges of the holder of a CPL(A) are, within aeroplanes, to:

- (1) exercise all the privileges of the holder of an LAPL(A) and a PPL(A);
- (2) act as PIC or co-pilot of any aeroplane engaged in operations other than commercial air transport;
- (3) act as PIC in commercial air transport of any single-pilot aeroplane subject to the restrictions specified in FCL.060 and in this Subpart;
- (4) act as co-pilot in commercial air transport subject to the restrictions specified in FCL.060.

(b) *Conditions.* An applicant for the issue of a CPL(A) shall have fulfilled the requirements for the class or type rating of the aeroplane used in the skill test.

**Non-EASA aeroplanes** – Article 62(5) of the ANO renders the EASA CPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes.

#### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA CPL(A) shall comply with the following Part-FCL requirements:

- FCL.300 Minimum Age
- FCL.305 Privileges and Conditions
- FCL.310 Theoretical Knowledge Examination
- FCL.315 Training Course
- FCL.320 CPL(A) Skill Test
- FCL.325.A Specific conditions for MPL holders

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the CPL(A) shall hold a valid Class 1 medical certificate.

#### **FCL.300 CPL(A) — Minimum age**

Applicants for the CPL for Aeroplanes — CPL(A) shall be at least 18 years of age;

#### **FCL.305 CPL(A) — Privileges and Conditions**

As above.

#### **FCL.310 Theoretical Knowledge Examination**

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

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

#### **FCL.315 Training Course**

An applicant for a CPL(A) shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to Part-FCL (refer to 5 – Additional Information).

#### **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.320 Skill Test**

An applicant for a CPL(A) shall pass a skill test in accordance with Appendix 4 to Part-FCL to demonstrate the ability to perform, as PIC of aeroplanes, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

\* The UK is applying the derogation permitted by the Regulation such that the upset prevention and recovery training is not compulsory until 8 April 2018. ATOs providing training for students from other EU Member States are advised to check the Status of the derogation in that State.

**FCL.325.A Specific conditions for MPL holders**

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

(a) 70 hours of flight time:

- (1) as PIC; or
- (2) made up of at least 10 hours as PIC and the additional flight time as PIC under supervision (PICUS).

Of these 70 hours, 20 shall be of VFR cross-country flight time as PIC, or cross-country flight time made up of at least 10 hours as PIC and 10 hours as PICUS. This shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as PIC;

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

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

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, A. 2.
- 5.2 For information relating to training courses for the issue of a CPL(A); refer to CAP 804, Section 4, Part L, Appendix 3, C, D or E as appropriate.

INTENTIONALLY LEFT BLANK



## Subpart 2 EASA Commercial Pilot Licence for Helicopter – CPL(H)

### 1 Applicability

The holder of an EASA CPL(H) may exercise the privileges of the licence to fly EASA Helicopters registered in the EU.

### 2 Privileges

**EASA Helicopters** – The privileges and conditions of the EASA CPL(H) are defined in FCL.305 as follows:

#### **FCL.305 CPL(H) – Privileges and conditions**

(a) *Privileges.* The privileges of the holder of a CPL(H) are, within helicopters, to:

- (1) exercise all the privileges of the holder of an LAPL(H) and a PPL(H);
- (2) act as PIC or co-pilot of any helicopter engaged in operations other than commercial air transport;
- (3) act as PIC in commercial air transport of any single-pilot helicopter subject to the restrictions specified in FCL.060 and in this Subpart;
- (4) act as co-pilot in commercial air transport subject to the restrictions specified in FCL.060.

(b) *Conditions.* An applicant for the issue of a CPL(H) shall have fulfilled the requirements for the type rating of the helicopter used in the skill test.

**Non-EASA Helicopters** – Non-EASA helicopter type ratings cannot be added to an EASA licence. For the addition of a non-EASA helicopter type rating, a pilot will require a UK national licence with the Non-EASA type rating.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA CPL(H) shall comply with the following Part-FCL requirements:

- FCL.300 Minimum Age
- FCL.305 Privileges and Conditions
- FCL.310 Theoretical Knowledge Examination
- FCL.315 Training Course
- FCL.320 CPL(H) Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the CPL(H) shall hold a valid Class 1 medical certificate.

**FCL.300 CPL(H) – Minimum age**

Applicants for the CPL for helicopters – CPL(H) shall be at least 18 years of age.

**FCL.305 CPL(H) – Privileges and Conditions**

As above.

**FCL.310 Theoretical Knowledge Examination**

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

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

**FCL.315 Training Course**

An applicant for a CPL(H) shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to Part-FCL (refer to 5 – Additional Information).

**FCL.320 Skill Test**

An applicant for a CPL(H) shall pass a skill test in accordance with Appendix 4 to Part-FCL to demonstrate the ability to perform, as PIC of helicopters, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.2.
- 5.2 For information relating to training courses for the issue of a CPL(H); refer to CAP 804, Section 4, Part L, Appendix 3, paragraph I, J or K as appropriate.

## Subpart 3 EASA Commercial Pilot Licence for Airships – CPL(As)

### 1 Applicability

The holder of an EASA CPL(As) may exercise the privileges of the licence to fly EASA Airships registered in the EU and non-EASA Airships registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### 2 Privileges

**EASA Airships** – The privileges and conditions of the EASA CPL(As) are defined in FCL.305 as follows:

#### **FCL.305 CPL(As) – Privileges and conditions**

(a) *Privileges.* The privileges of the holder of a CPL(As) are, within airships, to:

- (1) exercise all the privileges of the holder of a PPL(As);
- (2) act as PIC or co-pilot of any airship engaged in operations other than commercial air transport;
- (3) act as PIC in commercial air transport of any single-pilot airship subject to the restrictions specified in FCL.060 and in this Subpart;
- (4) act as co-pilot in commercial air transport subject to the restrictions specified in FCL.060.

(b) *Conditions.* An applicant for the issue of a CPL(As) shall have fulfilled the requirements for the type rating of the airship used in the skill test.

**Non-EASA Airships** – Article 62(5) of the ANO renders the EASA CPL(As) to be a valid licence with the same privileges for non-EASA airships.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA CPL(As) shall comply with the following Part-FCL requirements:

- FCL.300 Minimum Age
- FCL.305 Privileges and Conditions
- FCL.310 Theoretical Knowledge Examination
- FCL.315 Training Course
- FCL.320 CPL(As) Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the CPL(As) shall hold a valid Class 1 medical certificate.

**FCL.300 CPL(As) – Minimum age**

Applicants for the CPL for airships—CPL(As) shall be at least 18 years of age;

**FCL.305 CPL(As) – Privileges and Conditions**

As above.

**FCL.310 Theoretical Knowledge Examination**

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

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

**FCL.315 Training Course**

An applicant for a CPL(As) shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to Part-FCL. (refer to 5 Additional Information).

**FCL.320 Skill Test**

An applicant for a CPL(As) shall pass a skill test in accordance with Appendix 4 to Part-FCL to demonstrate the ability to perform, as PIC of airships, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.2.
- 5.2 For information relating to training courses for the issue of a CPL(As); refer to CAP 804, Section 4, Part L, Appendix 3, paragraph L, M or N as appropriate.

## Part E EASA Multi Crew Pilot Licence – MPL

### 1 Applicability

The holder of an EASA MPL may exercise the privileges of the licence to fly EASA Aeroplanes registered in the EU.

### 2 Privileges

**EASA MPL** – The privileges and conditions of the EASA MPL are defined in FCL.405.A as follows:

#### **FCL.405.A MPL – Privileges**

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

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA MPL shall comply with the following Part-FCL requirements:

FCL.400 MPL – Minimum Age

FCL.405.A MPL – Privileges

FCL.410.A MPL – Training Course and Theoretical Knowledge Examinations

FCL.415.A MPL – Practical Skill

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the MPL shall hold a valid Class 1 medical certificate.

#### **FCL.400 MPL – Minimum Age**

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

#### **FCL.405.A MPL – Privileges**

As above.

**FCL.410.A MPL – Training Course and Theoretical Knowledge Examinations**

- (a) *Course.* An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO in accordance with Appendix 5 to this Part. Theoretical knowledge and flight instruction for the issue of an MPL shall include upset prevention and recovery training. \* (Refer to 5 – Additional Information to this Part.)
- (b) *Examination.* An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL (A), in accordance with FCL.515, and of a multi-pilot type rating. (Refer to CAP 804, Section 4, Part F, Subpart 1, paragraph 3)

**FCL.415.A MPL – Practical Skill**

- (a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to Part-FCL, as pilot flying and pilot not flying, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.
- (b) On completion of the training course, the applicant shall pass a skill test in accordance with Appendix 9 to Part-FCL, 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.

\* The UK is applying the derogation permitted by the Regulation such that the upset prevention and recovery training is not compulsory until 8 April 2018. ATOs providing training for students from other EU Member States are advised to check the Status of the derogation in that State.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

For information relating to training courses for the issue of an MPL; refer to CAP 804, Section 4, Part L, Appendix 5.

## Part F                      Airline Transport Pilot Licence – ATPL

### Subpart 1              EASA Airline Transport Pilot Licence for Aeroplanes – ATPL(A)

#### 1              Applicability

The holder of an EASA ATPL(A) may exercise the privileges of the licence to fly EASA Aeroplanes registered in the EU and non-EASA Aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

#### 2              Privileges

EASA ATPL Aeroplanes – The privileges and conditions of the EASA ATPL(A) are defined in FCL.505 as follows:

##### **FCL.505      ATPL – Privileges**

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

**Non-EASA aeroplanes** – Article 62(5) of the ANO renders the EASA ATPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes.

#### 3              Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA ATPL(A) shall comply with the following Part-FCL requirements:

- FCL.500              Minimum Age
- FCL.505              Privileges and Conditions
- FCL.505.A              ATPL(A) – Restriction of privileges for pilots previously holding an MPL
- FCL.510.A              ATPL(A) – Prerequisites, experience and crediting
- FCL.515              Training Course and Theoretical Knowledge Examinations
- FCL.520.A              ATPL(A) Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the ATPL(A) shall hold a valid Class 1 medical certificate.

**FCL.500 Minimum Age**

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

**FCL.505 Privileges and Conditions**

As above.

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

When the holder of an ATPL(A) has previously held only an MPL, the privileges of the licence shall be restricted to multi-pilot operations, unless the holder has complied with FCL.405.A (b)(2) and (c) for single-pilot operations. (Refer to CAP 804, Section 4, Part E)

**FCL.510.A ATPL(A) – Prerequisites, experience and crediting**

(a) *Prerequisites.* Applicants for an ATPL(A) shall hold:

- (1) an MPL; or
- (2) a CPL(A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC.

(b) *Experience.* Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:

- (1) 500 hours in multi-pilot operations on aeroplanes;
- (2) (i) 500 hours as PIC under supervision; or  
(ii) 250 hours as PIC; or  
(iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;
- (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
- (4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and
- (5) 100 hours of night flight as PIC or co-pilot.

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

(c) *Crediting.*

- (1) Holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of:
  - (i) for TMG or sailplanes, 30 hours flown as PIC;
  - (ii) for helicopters, 50% of all the flight time requirements of paragraph (b)
- (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 1500 hours requirement of paragraph (b), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.

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



**FCL.515 Training Course and Theoretical Knowledge Examinations**

- (a) *Course.* Applicants for an ATPL(A) shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with Appendix 3 to this Part. (Refer to 1.5 Additional Information)
- (b) *Examination.* Applicants for an ATPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:
- Air Law,
  - Aircraft General Knowledge – Airframe/Systems/Power plant,
  - Aircraft General Knowledge – Instrumentation,
  - Mass and Balance,
  - Performance,
  - Flight Planning and Monitoring,
  - Human Performance,
  - Meteorology,
  - General Navigation,
  - Radio Navigation,
  - Operational Procedures,
  - Principles of Flight,
  - VFR Communications,
  - IFR Communications.

**FCL.520.A ATPL(A) Skill Test**

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to Part-FCL 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.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.3.
- 5.2 For information relating to training courses for the issue of a ATPL(A); refer to CAP 804, Section 4, Part L, Appendix 3, paragraph A or B as appropriate.

INTENTIONALLY LEFT BLANK

## Subpart 2 EASA Airline Transport Pilot Licence for Helicopters – ATPL(H)

### 1 Applicability

The holder of an EASA ATPL(H) may exercise the privileges of the licence to fly EASA Helicopters registered in the EU.

### 2 Privileges

**EASA Helicopters** – The privileges and conditions of the EASA ATPL(H) are defined in FCL.505 as follows:

#### **FCL.505 ATPL – Privileges**

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

**Non-EASA Helicopters** – Non-EASA helicopter type ratings cannot be added to an EASA licence. For the addition of a non-EASA helicopter type rating, a pilot will require a UK national licence with the Non-EASA type rating.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA ATPL(H) shall comply with the following Part-FCL requirements:

FCL.500	Minimum Age
FCL.505	Privileges and Conditions
FCL.510.H	ATPL(H) – Prerequisites, experience and crediting
FCL.515	Training Course and Theoretical Knowledge Examinations
FCL.520.H	ATPL(H) Skill Test

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

Part-MED stipulates that applicants for and holders of the ATPL(H) shall hold a valid Class 1 medical certificate.

**FCL.500 Minimum Age**

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

**FCL.505 Privileges and Conditions**

As above.

**FCL.510.H ATPL(H) – Prerequisites, experience and crediting**

Applicants for an ATPL(H) shall:

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

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

**FCL.515 Training Course and Theoretical Knowledge Examinations**

- (a) *Course.* Applicants for an ATPL(H) shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with Appendix 3 to this Part. (Refer to 1.5 Additional Information.)
- (b) *Examination.* Applicants for an ATPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:
  - Air Law,
  - Aircraft General Knowledge – Airframe/Systems/Power plant,
  - Aircraft General Knowledge – Instrumentation,
  - Mass and Balance,
  - Performance,
  - Flight Planning and Monitoring,
  - Human Performance,

- Meteorology,
- General Navigation,
- Radio Navigation,
- Operational Procedures,
- Principles of Flight,
- VFR Communications,
- IFR Communications.

**FCL.520.H ATPL(H) Skill Test**

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to 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.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.3.
- 5.2 For information relating to training courses for the issue of a ATPL(H); refer to CAP 804, Section 4, Part L, Appendix 3, paragraph F, G or H as appropriate.

INTENTIONALLY LEFT BLANK

## Part G EASA Instrument Rating (IR)

### Subpart 1 EASA Instrument Rating for Aeroplanes – IR(A)

#### 1 Applicability

The holder of an EASA IR(A) may exercise the privileges of the rating to fly EASA aeroplanes registered in the EU and non-EASA aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

#### 2 Privileges

EASA Instrument Rating Aeroplanes – The privileges and conditions of the EASA IR(A) are defined in FCL.605 as follows:

**FCL.605 IR – Privileges**

- (a) The privileges of a holder of an IR are to fly aeroplanes under IFR with a minimum decision height of 200 feet (60 m).
- (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aeroplanes.
- (c) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to Part-FCL.

Non-EASA aeroplanes – Article 62(5) of the ANO renders the EASA IR(A) to be valid with the same privileges for non-EASA aeroplanes.

#### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA IR (A) shall comply with the following Part-FCL requirements:

FCL.600	General
FCL.605	IR(A) – Privileges
FCL.610	IR(A) – Prerequisites, experience and crediting
FCL.615	IR(A) – Theoretical Knowledge Examinations and Flight Instruction
FCL.620	IR(A) – Skill Test
FCL.625	IR(A) – Validity, revalidation and renewal
FCL.625.A	IR(A) – Revalidation

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.600 IR – General**

Except as provided in FCL.825, operations under IFR on an aeroplane shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR on aeroplanes or when undergoing skill testing or dual instruction.

**FCL.605 IR(A) – Privileges**

As above.

**FCL.610 IR(A) – Prerequisites, experience and crediting**

Applicants for an IR shall:

(a) hold:

(1) at least a PPL(A), and:

- (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(A).

(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 hours shall be in aeroplanes.

**FCL.615 IR(A) – Theoretical Knowledge Examinations and Flight Instruction**

(a) *Course.* Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be:

- (1) an integrated training course which includes training for the IR, in accordance with Appendix 3 to Part-FCL (refer to CAP 804, Section 4, Part L, Appendix 3); or
- (2) a modular course in accordance with Appendix 6 to Part-FCL, (refer to CAP 804, Section 4, Part L, Appendix 6).

(b) *Examination.* Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge – Instrumentation,
- Flight Planning and Monitoring,
- Human Performance,
- Meteorology,
- Radio Navigation,
- IFR Communications.

**FCL.620 IR(A) – Skill Test**

(a) Applicants for an IR(A) shall pass a skill test in accordance with Appendix 7 to Part-FCL to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.



- (b) For a multi-engine IR(A), the skill test shall be taken in a multi-engine aeroplane. For a single-engine IR, the test shall be taken in a single-engine aeroplane. A multi-engine centerline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.

### **FCL.625 IR(A) – Validity, revalidation and renewal**

- (a) *Validity.* An IR(A) shall be valid for 1 year.
- (b) *Revalidation*
- (1) An IR(A) shall be revalidated within the 3 months immediately preceding the expiry date of the rating.
  - (2) Applicants who fail to pass the relevant section of an IR(A) proficiency check before the expiry date of the IR(A) shall not exercise the IR(A) privileges until they have passed the proficiency check.
- (c) *Renewal.* If an IR(A) has expired, in order to renew their privileges applicants shall:
- (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to Part-FCL; and
  - (2) complete a proficiency check in accordance with Appendix 9 to Part-FCL, in an aeroplane.
- (d) If the IR(A) has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

\* The UK CAA has adopted a derogation against FCL.625(d) (see paragraph 5.3). The 7 year period specified in FCL.625(d) commences from the date the IR(A) rating has expired.

### **FCL.625.A IR (A) – Revalidation**

- (a) *Revalidation.* Applicants for the revalidation of an IR(A):
- (1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to Part-FCL;
  - (2) when not combined with the revalidation of a class or type rating, shall:
    - (i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to Part-FCL; and
    - (ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to Part-FCL 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 paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.
- (b) Cross-credit shall be given in accordance with Appendix 8 to Part-FCL.

## 4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### **United Kingdom Alternative Means of Compliance AltMoC1 FCL.625(c) IR**

#### **Alt MoC1 FCL.625(c) IR – Validity, revalidation and renewal**

##### **RENEWAL OF INSTRUMENT RATING: REFRESHER TRAINING**

(a) Paragraph (c) of FCL.625 determines that if the instrument rating has lapsed, the applicant shall go through refresher training at an ATO, to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to Part-FCL. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

- (1) the experience of the applicant;
- (2) the amount of time elapsed since the privileges of the rating were last used; and
- (3) where considered necessary, the performance of the applicant in an IR test in the FSTD or under actual or simulated IMC in an aircraft

It should be expected that the amount of training needed to reach the desired level of competence will increase with the time elapsed since the privileges of the rating were last used.

(b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme based on the ATO's approved IR training course, focussing on the aspects where the applicant has shown the greatest needs. Theoretical knowledge instruction should be included as necessary. The performance of the applicant should be reviewed during the training and additional instruction provided where necessary to reach the standard required for the proficiency check.

(c) After successful completion of the training, the ATO should provide a training completion certificate to the applicant, describing the training provided. The training completion certificate should be presented to the Examiner prior to the Proficiency check. Following the successful renewal of the rating, the completion certificate and examiner report form should be submitted to the competent authority, together with the relevant application form if the examiner cannot sign the certificate of revalidation in Section XII of the UK-issued licence.

**Note:** Licence holders, ATOs and examiners are reminded that examiners are only authorised to sign the certificate of validation in Section XII (page 5 onwards) of a UK-issued licence when the rating is still shown on page 4 (Section XII) of the licence. If the rating is no longer printed on page 4 (Section XII) of the licence, but appears in the section "ratings previously held by holder," the rating is no longer included in the licence and cannot be reinstated by an examiner. In those circumstances application for renewal of the rating must be made to the CAA so that the rating may be made valid by being included in the licence again.

## 5 Additional Information

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, A 4.

5.2 For information relating to training courses for the issue of an IR(A); refer to CAP 804, Section 4, Part L, Appendix 6, A.

5.3 **FCL.625(d): IR Renewal requirement for pilots who hold or have held an IR on another licence or a UK Military Green Rating**

The UK CAA has adopted a derogation such that where a pilot holds or has held an Instrument Rating issued by a third country and that rating is compliant with Annex I to the Convention on International Civil Aviation, the applicability of FCL.625 IR(c) and (d) may be based on the validity dates of the Instrument Rating of that other country. The effect of this exemption is that to renew the IR on a UK issued licence:

- (i) a pilot with a current and valid 3rd country IR shall complete the revalidation requirements of FCL.625(b) and the aircraft category specific requirements for revalidation of the Part-FCL IR; meaning that he must pass the proficiency check, but is not required to undergo training or to re-take the theoretical knowledge examinations; or
- (ii) a pilot who held a 3rd country IR that is no longer valid but had been revalidated or renewed within the preceding 7 years shall comply with the renewal requirements of FCL.625 IR(c), but is not required to re-take the theoretical knowledge examinations.

The UK CAA has published equivalent terms for holders of a United Kingdom Unrestricted Military Green Rating, Refer to Section 4, Part O for full information.

INTENTIONALLY LEFT BLANK

## Subpart 2 EASA Instrument Rating for Helicopters – IR(H)

### 1 Applicability

The holder of an EASA IR(H) may exercise the privileges of the rating to fly EASA Helicopters registered in the EU.

### 2 Privileges

EASA Instrument Rating Helicopter – The privileges and conditions of the EASA IR(H) are defined in FCL.605 as follows:

#### **FCL.605 IR – Privileges**

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

**Non-EASA Helicopters** – Non-EASA helicopter type ratings and associated instrument ratings cannot be added to an EASA licence. For the addition of a non-EASA helicopter rating, a pilot will require a UK national licence with the Non-EASA rating.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA IR(A) shall comply with the following Part-FCL requirements:

FCL.600	General
FCL.605	IR(H) – Privileges
FCL.610	IR(H) – Prerequisites, experience and crediting
FCL.615	IR(H) – Theoretical Knowledge Examinations and Flight Instruction
FCL.620	IR(H) – Skill Test
FCL.625	IR(H) – Validity, revalidation and renewal
FCL.625.H	IR(H) – Revalidation
FCL.630.H	IR(H) – Extension of privileges from single-engine to multi-engine helicopters

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.600 IR – General**

Operations under IFR on a helicopter shall only be conducted by holders of a PPL(H), CPL(H), or ATPL(H) with an IR on helicopters or when undergoing skill testing or dual instruction.

**FCL.605 IR(H) – Privileges**

As above.

**FCL.610 IR(H) – Prerequisites, experience and crediting**

Applicants for an IR shall:

(a) hold:

(1) at least a PPL(H), and:

- (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(H).

(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 hours shall be in helicopters.

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

**FCL.615 IR(H) – Theoretical Knowledge Examinations and Flight Instruction**

(a) *Course.* Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be:

- (1) an integrated training course which includes training for the IR, in accordance with Appendix 3 to Part-FCL (refer to CAP 804, Section 4, Part L, Appendix 3); or
- (2) a modular course in accordance with Appendix 6 to Part-FCL, (refer to CAP 804, Section 4, Part L, Appendix 6).

(b) *Examination.* Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge – Instrumentation,
- Flight Planning and Monitoring,
- Human Performance,
- Meteorology,
- Radio Navigation,
- IFR Communications.

**FCL.620 IR(H) – Skill Test**

- (a) Applicants for an IR(H) shall pass a skill test in accordance with Appendix 7 to Part-FCL to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.
- (b) For a multi-engine IR(H), the skill test shall be taken in a multi-engine helicopter. For a single-engine IR(H), the test shall be taken in a single-engine helicopter.

**FCL.625 IR(H) – Validity, revalidation and renewal**

- (a) *Validity.* An IR(H) shall be valid for 1 year.
- (b) *Revalidation*
- (1) An IR(H) shall be revalidated within the 3 months immediately preceding the expiry date of the rating.
  - (2) Applicants who fail to pass the relevant section of an IR(H) proficiency check before the expiry date of the IR(H) shall not exercise the IR (H) privileges until they have passed the proficiency check.
- (c) *Renewal.* If an IR(H) has expired, in order to renew their privileges applicants shall:
- (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to Part-FCL; and
  - (2) complete a proficiency check in accordance with Appendix 9 to Part-FCL, in a helicopter.
- (d) If the IR(H) has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

The UK CAA has adopted a derogation against FCL.625(d), see paragraph 5.3. The 7 year period specified in FCL.625(d) commences from the date the IR(A) rating has expired.

**FCL.625.H IR(H) – Revalidation**

- (a) Applicants for the revalidation of an IR(H):
- (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of helicopter.
  - (2) when not combined with the revalidation of a type rating, shall complete only section 5 and the relevant parts of section 1 of the proficiency check established in Appendix 9 to Part-FCL for the relevant type of helicopter. In this case, an FTD 2/3 or an FFS representing the relevant type of helicopter may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.
- (b) Cross-credit shall be given in accordance with Appendix 8 to Part-FCL.

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

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

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

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### **United Kingdom Alternative Means of Compliance AltMoC1 FCL.625(c) IR**

#### **Alt MoC1 FCL.625(c) IR – Validity, revalidation and renewal**

##### **RENEWAL OF INSTRUMENT RATING: REFRESHER TRAINING**

(a) Paragraph (c) of FCL.625 determines that if the instrument rating has lapsed, the applicant shall go through refresher training at an ATO, to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to Part-FCL. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

- (1) the experience of the applicant;
- (2) the amount of time elapsed since the privileges of the rating were last used; and
- (3) where considered necessary, the performance of the applicant in an IR test in the FSTD or under actual or simulated IMC in an aircraft.

It should be expected that the amount of training needed to reach the desired level of competence will increase with the time elapsed since the privileges of the rating were last used.

(b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme based on the ATO's approved IR training course, focussing on the aspects where the applicant has shown the greatest needs. Theoretical knowledge instruction should be included as necessary. The performance of the applicant should be reviewed during the training and additional instruction provided where necessary to reach the standard required for the proficiency check.

(c) After successful completion of the training, the ATO should provide a training completion certificate to the applicant, describing the training provided. The training completion certificate should be presented to the Examiner prior to the Proficiency check. Following the successful renewal of the rating, the completion certificate and examiner report form should be submitted to the competent authority, together with the relevant application form if the examiner cannot sign the certificate of revalidation in Section XII of the UK-issued licence.

**Note:** Licence holders, ATOs and examiners are reminded that examiners are only authorised to sign the certificate of validation in Section XII (page 5 onwards) of a UK-issued licence when the rating is still shown on page 4 (Section XII) of the licence. If the rating is no longer printed on page 4 (Section XII) of the licence, but appears in the section "ratings previously held by holder", the rating is no longer included in the licence and cannot be reinstated by an examiner. In those circumstances application for renewal of the rating must be made to the CAA so that the rating may be made valid by being included in the licence again.



## 5 Additional Information

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, A 4.
- 5.2 For information relating to training courses for the issue of an IR(H); refer to CAP 804, Section 4, Part L, Appendix 6, B.
- 5.3 **FCL.625(d): IR Renewal requirement for pilots who hold or have held an IR on another licence or a UK Military Green Rating**

The UK CAA has adopted a derogation such that where a pilot holds or has held an Instrument Rating issued by a third country and that rating is compliant with Annex I to the Convention on International Civil Aviation, the applicability of FCL.625 IR(c) and (d) may be based on the validity dates of the Instrument Rating of that other country. The effect of this exemption is that to renew the IR on a UK issued licence:

- (i) a pilot with a current and valid 3rd country IR shall complete the revalidation requirements of FCL.625(b) and the aircraft category specific requirements for revalidation of the Part-FCL IR; meaning that he must pass the proficiency check, but is not required to undergo training or to re-take the theoretical knowledge examinations; or
- (ii) a pilot who held a 3rd country IR that is no longer valid but had been revalidated or renewed within the preceding 7 years shall comply with the renewal requirements of FCL.625 IR(c), but is not required to re-take the theoretical knowledge examinations.

The UK CAA has published equivalent terms for holders of a United Kingdom Unrestricted Military Green Rating, Refer to Section 4, Part O for full information.

INTENTIONALLY LEFT BLANK

## Subpart 3 EASA Instrument Rating for Airships – IR(As)

### 1 Applicability

The holder of an EASA IR(As) may exercise the privileges of the rating to fly EASA Airships registered in the EU and non-EASA Airships registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### 2 Privileges

**EASA Instrument Rating Airship** – The privileges and conditions of the EASA IR(As) are defined in FCL.605 as follows:

#### **FCL.605 IR – Privileges**

- (a) The privileges of a holder of an IR(As) are to fly airships under IFR with a minimum decision height of 200 feet (60 m).
- (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to Part-FCL in multi-pilot airship.
- (c) Holders of an IR(As) shall exercise their privileges in accordance with the conditions established in Appendix 8 to Part-FCL.

Non-EASA Airships – Article 62(5) of the ANO renders the EASA IR(As) to be a valid rating with the same privileges for non-EASA Airships.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA IR(As) shall comply with the following Part-FCL requirements:

FCL.600	General
FCL.605	IR (As) – Privileges
FCL.610	IR (As) – Prerequisites, experience and crediting
FCL.615	IR (As) – Theoretical Knowledge Examinations and Flight Instruction
FCL.620	IR (As) – Skill Test
FCL.625	IR (As) – Validity, revalidation and renewal
FCL.625.As	IR (As) – Revalidation

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.600 IR – General**

Operations under IFR on an airship shall only be conducted by holders of a PPL(As) or a CPL(As) with an IR on airships or when undergoing skill testing or dual instruction.

**FCL.605 IR(As) – Privileges**

As above.

**FCL.610 IR(As) – Prerequisites, experience and crediting**

Applicants for an IR shall:

(a) hold:

(1) at least a PPL(As), and:

- (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(As).

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

**FCL.615 IR(As) – Theoretical Knowledge Examinations and Flight Instruction**

(a) *Course.* Applicants for an IR(As) shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be:

- (1) an integrated training course which includes training for the IR(As), in accordance with Appendix 3 to Part-FCL (refer to CAP 804, Section 4, Part L, Appendix 3); or
- (2) a modular course in accordance with Appendix 6 to Part-FCL, (refer to CAP 804, Section 4, Part L, Appendix 6).

(b) *Examination.* Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge – Instrumentation,
- Flight Planning and Monitoring,
- Human Performance,
- Meteorology,
- Radio Navigation,
- IFR Communications.

**FCL.620 IR(As) – Skill Test**

(a) Applicants for an IR(As) shall pass a skill test in accordance with Appendix 7 to Part-FCL to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.

(b) For a multi-engine IR(As), the skill test shall be taken in a multi-engine airship. For a single-engine IR(As), the test shall be taken in a single-engine airship.

**FCL.625 IR(As) – Validity, revalidation and renewal**

- (a) *Validity.* An IR(As) shall be valid for 1 year.
- (b) *Revalidation*
- (1) An IR(As) shall be revalidated within the 3 months immediately preceding the expiry date of the rating.
  - (2) Applicants who fail to pass the relevant section of an IR(As) proficiency check before the expiry date of the IR (As) shall not exercise the IR (As) privileges until they have passed the proficiency check.
- (c) *Renewal.* If an IR(As) has expired, in order to renew their privileges applicants shall:
- (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to Part-FCL; and
  - (2) complete a proficiency check in accordance with Appendix 9 to Part-FCL, in an airship.
- (d) If the IR(As) has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

**FCL.625.As IR(As) – Revalidation**

Applicants for the revalidation of an IR(As):

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

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

- 5.1 For information relating to crediting of theoretical knowledge for the issue of a pilots licence in another category of aircraft, bridge instruction and examination requirements; refer to CAP 804, Section 4, Part L, Appendix 1, 1.4.
- 5.2 For information relating to training courses for the issue of an IR(As); refer to CAP 804, Section 4, Part L, Appendix 6, paragraph 3.

INTENTIONALLY LEFT BLANK

## Part H Class and Type Ratings

### Subpart 1 EASA – Class and Type Ratings for Aeroplanes

#### 1 Applicability

This section sets out the requirements for Class and Type ratings included in EASA licences for Aeroplanes.

#### 2 Privileges

**EASA Class and Type Rating Aeroplanes** – The privileges and conditions of the EASA Class or Type Rating are defined in FCL.705 as follows:

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

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

In the case of a Class rating, Article 62(5) of the ANO renders the EASA licence and Class ratings valid with the same privileges for non-EASA Aeroplanes.

#### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA Class or Type rating shall comply with the following Part-FCL requirements:

FCL.700	Circumstances in which class or type ratings are required
FCL.705	Privileges of the holder of a class or type rating
FCL.710	Class and type ratings – variants
FCL.720.A	Experience requirements and prerequisites for the issue of class or type ratings – aeroplanes
FCL.725	Requirements for the issue of class and type ratings
FCL.725.A	Theoretical knowledge and flight instruction for the issue of class and type ratings – aeroplanes
FCL.730.A	Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course – aeroplanes
FCL.735.A	Multi-crew cooperation training course – aeroplanes
FCL.740	Validity and renewal of class and type ratings
FCL.740.A	Revalidation of class and type ratings - aeroplanes

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

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

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

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

As above.

**FCL.710 Class and type ratings – variants**

- (a) In order to extend his/her privileges to another variant of aeroplane within one class or type rating, the pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.
- (b) If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges, except for types or variants within the single-engine piston and TMG class ratings.
- (c) The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor as appropriate.

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

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

- (a) *Single-pilot multi-engine aeroplanes.* An applicant for a first class or type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as PIC on aeroplanes.
- (b) *Single-pilot high performance non-complex aeroplanes.* Before starting flight training, an applicant for a first class or type rating for a single-pilot aeroplane classified as a high performance aeroplane shall:
  - (1) have at least 200 hours of total flying experience, of which 70 hours as PIC on aeroplanes; and



- (2) (i) hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an ATO; or
  - (ii) have passed the ATPL(A) theoretical knowledge examinations in accordance with Part-FCL; or
  - (iii) hold, in addition to a licence issued in accordance with Part-FCL, 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)(3).
- (c) *Single-pilot high performance complex aeroplanes.* Applicants for the issue of a first type rating for a complex single-pilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of (b), have fulfilled the requirements for a multi-engine IR(A), as established in Subpart G.
- (d) *Multi-pilot aeroplanes.* An applicant for the first type rating course for a multi-pilot aeroplane shall be a student pilot currently undergoing training on an MPL training course or comply with the following requirements:
  - (1) have at least 70 hours of flight experience as PIC on aeroplanes;
  - (2) hold a multi-engine IR(A);
  - (3) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; and
  - (4) except when the type rating course is combined with an MCC course:
    - (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or
    - (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters; or
    - (iii) have at least 500 hours as a pilot on multi-pilot helicopters; or
    - (iv) have at least 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable air operations requirements.
- (e) Notwithstanding (d), a Member State may issue a type rating with restricted privileges for multi pilot aeroplane that allows the holder of such rating to act as a cruise relief co-pilot above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point (d) .
- (f) Additional multi-pilot and single-pilot high performance complex aeroplane type ratings. An applicant for the issue of additional multi-pilot type ratings and single-pilot high performance complex aeroplanes type ratings shall hold a multi-engine IR(A).
- (g) When so determined in the operational suitability data established in accordance with Part-21, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilot's logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of flight under supervision required by the operational suitability data have been completed.

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

- (a) *Training course.* An applicant for a class or type rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21.
- (b) *Theoretical knowledge examination.* The applicant for a class or type rating shall pass a theoretical knowledge examination organised by the ATO to demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.
- (1) For multi-pilot aeroplanes, 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 aeroplanes, 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 aeroplanes, 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.
- (c) *Skill test.* An applicant for a class or type rating shall pass a skill test in accordance with Appendix 9 to Part-FCL to demonstrate the skill required for the safe operation of the applicable class or type of aeroplane.
- The applicant shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating.
- (d) An applicant who already holds a type rating for an aeroplane 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 aeroplane type.
- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an aeroplane type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for aeroplanes.

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

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

- (a) *Single-pilot multi-engine aeroplanes.*
- (1) The theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations.

- (2) The flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multi-engine aeroplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.
- (b) *Single-pilot aeroplanes–sea.* The training course for single-pilot aeroplane–sea ratings shall include theoretical knowledge and flight instruction. The flight training for a class or type rating–sea for single-pilot aeroplanes–sea shall include at least 8 hours of dual flight instruction if the applicant holds the land version of the relevant class or type rating, or 10 hours if the applicant does not hold such a rating.
- (c) *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 pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated to the standards of CS-25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least:
  - (1) if an FFS qualified to level CG, C or interim C is used during the course, 1500 hours flight time or 250 route sectors;
  - (2) if an FFS qualified to level DG or D is used during the course, 500 hours flight time or 100 route sectors.
- (b) When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training shall be required.

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

- (a) The MCC training course shall comprise at least:
  - (1) 25 hours of theoretical knowledge instruction and exercises; and
  - (2) 20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course.

An FNPT II MCC or an FFS shall be used. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FFS is used for both the MCC and type rating training.
- (b) The MCC training course shall be completed within 6 months at an ATO.
- (c) Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).

\* The UK is applying the derogation permitted by the Regulation such that the upset prevention and recovery training is not compulsory until 8 April 2018. ATOs providing training for students from other EU Member States are advised to check the Status of the derogation in that State.

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

- (a) The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21.
- (b) *Renewal.* If a class or type rating has expired, the applicant shall:
  - (1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant class or type of aeroplane; and
  - (2) pass a proficiency check in accordance with Appendix 9 to Part-FCL.

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

- (a) *Revalidation of multi-engine class ratings and type ratings.* For revalidation of multi-engine class ratings and type ratings, the applicant shall:
  - (1) pass a proficiency check in accordance with Appendix 9 to Part-FCL in the relevant class or type of aeroplane or an FSTD representing that class or type, within the 3 months immediately preceding the expiry date of the rating; and
  - (2) complete during the period of validity of the rating, at least:
    - (i) 10 route sectors as pilot of the relevant class or type of aeroplane; or
    - (ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.
  - (3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2).
  - (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) Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:
    - (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or
    - (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:
      - 6 hours as PIC;
      - 12 take-offs and 12 landings; and
      - refresher training of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane.\*

\* Refer to AMC 4.1.1 for UK Alternative Means of Compliance.

- (2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof, and achieve revalidation of both ratings.
- (3) *Single-pilot single-engine turbo-prop aeroplanes.* For revalidation of single-engine turbo-prop class ratings applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to Part-FCL with an examiner, within the 3 months preceding the expiry date of the rating.
- (4) When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating, they may complete the requirements of (1) (ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of 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.

## 4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### 4.1.0 United Kingdom Alternative Means of Compliance AltMoC1 FCL.740(b)(1) Revalidation and renewal of Class and Type Ratings.

#### Alt MoC1 FCL.740(b)(1) – Validity and renewal of class and type ratings

##### RENEWAL OF CLASS AND TYPE RATINGS: REFRESHER TRAINING

(a) Paragraph (b)(1) of FCL.740 determines that if a class or type rating has lapsed, the applicant shall take refresher training at an ATO. The objective of the training is to reach the level of proficiency necessary to safely operate the relevant type or class of aircraft. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

- (1) the experience of the applicant;
- (2) the amount of time elapsed since the privileges of the rating were last used;
- (3) the complexity of the aircraft;
- (4) whether the applicant has a current rating on another aircraft type or class; and
- (5) where considered necessary, the performance of the applicant during a proficiency check for the rating in an FSTD or an aircraft of the relevant type or class.

It should be expected that the amount of training needed to reach the desired level of competence will increase with the time elapsed since the privileges of the rating were last used.

(b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme based on the ATO's approved course for the rating, focussing on the aspects where the applicant has shown the greatest needs. Theoretical knowledge instruction should be included as necessary; such as for type-specific system failures in complex aircraft. The performance of the applicant

should be reviewed during the training and additional instruction provided where necessary to reach the standard required for the proficiency check.

- (c) After successful completion of the training, the ATO should provide a training completion certificate to the applicant, describing the training provided. The training completion certificate should be presented to the Examiner prior to the Proficiency check. Following the successful renewal of the rating the completion certificate and examiner report form should be submitted to the competent authority, together with the relevant application form if the examiner cannot sign the certificate of revalidation in Section XII of the UK-issued licence.

**Note:** Licence holders, ATOs and examiners are reminded that examiners are only authorised to sign the certificate of validation in Section XII (page 5 onwards) of a UK-issued licence when the rating is still shown on page 4 (Section XII) of the licence. If the rating is no longer printed on page 4 (Section XII) of the licence, but appears in the section “ratings previously held by holder”, the rating is no longer included in the licence and cannot be reinstated by an examiner. In those circumstances application for renewal of the rating must be made to the CAA so that the rating may be made valid by being included in the licence again.

#### 4.1.1 **UK Alternative Means of Compliance with FCL.740.A(b)(1)(ii) – Revalidation of single-engine class ratings.**

The requirements for a training flight with an FI or CRI, referred to in FCL.740.A(b)(1)(ii), may be satisfied by receiving instruction totalling at least 1 hour from the same instructor in the course of a maximum of three flights.

#### 4.1.2 **Revalidation of a class and type ratings – aeroplane**

The CAA has issued an exemption for a pilot licence issued by the CAA that includes a Single Engine Piston class rating or Touring Motor Glider class rating, which may be revalidated subject to the condition that, within 12 months preceding the expiry of the rating the applicant shall:

- (a) complete 12 hours of flight time in Single Engine Piston aeroplanes or Touring Motor Gliders, including 6 hours as pilot in command and 12 take-offs and 12 landings; and
- (b) Pass in an aeroplane, a skill test or proficiency check for any class, type, instrument or mountain rating or an assessment of competence for any Flight Instructor, Class Rating Instructor or Instrument Rating Instructor certificate included in the applicant’s aeroplane pilot licence.

#### 4.2 **Multi-Pilot Type Rating conducted in an FSTD**

With the exception of courses approved for Zero Flight Time Training, certain training exercises normally involving take-off and landing in various configurations will need to be completed in the aeroplane rather than an approved Flight Simulator. This requirement is set out in AMC2-ORA.ATO.125 (k), and must be complied with prior to the rating to be included on a Part-FCL licence.

#### **AMC2-ORA.ATO.125 (k) Aeroplane Training with Full Flight Simulator**

With the exception of courses approved for ZFTT, certain training exercises normally involving take-off and landing in various configurations should be completed in the aeroplane rather than the FFS. For multi-pilot aeroplanes where the student pilot has more than 500 hours of MPA experience in aeroplanes of similar size and performance, these should include at least four landings of which at least one should be a full stop landing, unless otherwise specified in the OSD established in accordance with Part-21, when available. In all other cases the student should complete at least six landings. This

aeroplane training may be completed after the student pilot has completed the FSTD training and has successfully undertaken the type rating skill test, provided it does not exceed two hours of the flight training course.

Upon completion of simulator training and the simulator based Licence Skill Test (LST) at an approved ATO, flying in the relevant aircraft is required. This must be accomplished with an appropriately qualified TRI, within or not affiliated to the ATO, before an application is submitted for rating endorsement to PL, in accordance with Part-FCL.725(c).

#### 4.3 **Guidance on Differences Training**

##### 4.3.1 **Variable Pitch (VP) Propellers (all propeller aeroplanes)**

These systems make a significant difference to performance in all phases of flight. Mostly, the instruction in this section will be given to pilots converting from SEP aeroplanes with fixed pitch propellers to SEP or MEP aeroplanes with VP propellers and constant speed units (CSU). The system on some older types may not include a CSU and instructors must ensure that all of the system differences and handling techniques, introduced by the new type, are properly covered in the training given.

Differences Training completed, for this section, on an SEP aeroplane, does not provide equivalent qualification on MEP aeroplanes.

#### **All Aeroplanes**

Principle of operation and effect on performance;

System construction and function;

Propeller system limitations;

Engine limitations and instrumentation.

Operation of throttle, mixture and propeller controls, including pre-flight checks and normal handling during:

- Start up and taxiing;
- Take-off and climb;
- Cruise at various power settings and speeds;
- Low speed handling and stall/spin recovery;
- Approach and go-around;
- Landing and shut down.

In-flight failures, within the propeller system, including:

- Loss of oil pressure;
- Loss of governor control;
- Overspeed;
- Underspeed.

Emergency handling, during:

- Engine failure after take-off/go-around;
- Engine failure during other phases of flight, including approach and landing;
- Effect of engine failure on glide performance.

Emergency Handling Considerations for Multi-Engine Aeroplanes

Engine failures after take-off including propeller feathering and effect of wind-mill drag;

Circuit and approach with one or more engines inoperative;

Go-around with one or more engines inoperative;

Landing with one or more engines inoperative.

#### 4.3.2 **Retractable Undercarriage**

Differences Training completed, for this section, on an SEP aeroplane, does not provide equivalent qualification on MEP aeroplanes:

- Principle and effect on performance;
- System construction and function;
- Limitations – raising, lowering and extended.

Operation including pre-flight checks and normal handling:

- After take-off;
- On approach/go-around and landing.

In-flight system failures and emergency lowering.

Operation of undercarriage during:

- Engine failure after take-off/go-around (Emergency raising – as applicable to type);
- Engine failure during other phases of flight, including approach and landing.
- Effect on glide performance.

Considerations for MEP Aeroplanes:

- Effect on performance – one or more engines inoperative.
- Handling during approach and landing/go-around with one or more engines inoperative.
- Effect on engine out allowance and landing committal height.

#### 4.3.3 **Turbo/Supercharged Engine(s)**

Differences Training completed, for this section, on a SEP aeroplane, does not provide equivalent qualification on MEP Aeroplanes:

- Principle and effect on performance, including cruise altitude;
- System construction and function;
- Engine limitations and instrumentation.

Engine handling including pre-flight checks and normal operation during:

- Start up and taxiing;
- Take-off and climb;
- Cruise at various power settings and speeds;
- Low speed handling and stall/spin recovery;
- Approach and go-around;
- Landing and shut down.
- In-flight failures and emergency handling;
- Single-Engine Stabilising Altitude (ME only).

#### 4.3.4 **Cabin Pressurisation and Oxygen Systems**

Differences Training completed, for this section, on an SEP aeroplane, does not provide equivalent qualification on MEP aeroplanes:

- Principle and effect on performance;
- Construction;
- System function including associated environmental heating and air conditioning systems;



- Oxygen system - storage capacity, pre-flight checks, system function (passengers and crew);
- Systems Limitations;
- Human Limitations including hypoxia and period of useful consciousness.

Operations at high altitude including:

- Airspace classification;
- Licence and rating privileges;
- Rules of the Air;
- Weather;
- Air Navigation (BR Nav).

Normal operation including pre-flight checks, setting and monitoring during:

- Take-off and climb;
- Cruise;
- Descent;
- Approach and Landing.
- In-flight failures and emergency handling including:
  - Use of oxygen;
  - Emergency descent including terrain and ATC considerations;
  - Single Engine Stabilising Altitude (ME only).

#### 4.3.5 **Tail Wheel**

Differences Training completed, for this section, on an SEP aeroplane, does not provide equivalent qualification on MEP aeroplanes:

- Physical differences;
- Loading and Effect of CG Position.
- Dynamic differences and handling during:
  - Ground handling;
  - Starting and taxiing;
  - Taking-off;
  - Engine failure during take-off;
  - Landings including 2-point "Wheelers" and 3-point landings (as applicable to type);
  - Crosswind operations;
  - Parking and mooring.
  - Landing and ground handling with one or more engines inoperative (ME only).

#### | 4.3.6 **Variants within a Type Rating**

- Weight and loading – normal, utility and aerobatic load categories;
- Take-off and climb performance;
- Cruise performance;
- Landing performance;
- Speeds for normal operation;
- Speeds for emergency operation;
- Airframe limitations;
- Manoeuvre imitations and aerobatics;

- Spinning;
- Stall/Spin warning for protection systems;
- Fuel system;
- Engine systems and instrumentation;
- Undercarriage system;
- Electrical system (DC and AC);
- Cabin and environmental system (including pressurisation);
- Cockpit and cabin oxygen systems;
- Caution and warning annunciator system;
- Flight instrumentation;
- EFIS and navigation systems;
- Autopilot and trim system including pre-flight checks;
- Other systems including pneumatic, vacuum and hydraulic;
- Aerodynamic controls and handling characteristics;
- Engine handling;
- Flaps and lift/drag augmentation;
- Other systems particular to type;
- Emergency procedures.

#### | 4.3.7 **Single Lever Power Control (SLPC) Aeroplanes**

Differences training, for this section, on a single-engine aeroplane does not provide equivalent qualification on multi-engine aeroplanes.

##### Engine and Ancillaries

- Fuel type
- Principles, construction and function
- Gearbox
- Turbo/super chargers
- FADEC / Engine Control Unit (ECU)
- Lubrication, oil type, checking and topping up
- Cooling – coolant type, checking and topping up

##### Propeller

- Propeller principles
- Constant Speed Unit (CSU) and governor
- Care of prop. and ground handling

##### System monitoring and control

- Power control lever, FADEC and ECU integration
- Standby/manual over-ride power control (if applicable)
- Engine information displays
- Auxiliary system displays
- Annunciator panels, caution and warning systems

##### Electrical System

- Electrical system layout, voltage and limitations
- Alternator system
- Battery capacity

- Circuit breakers
- Distribution, bus bars and switching
- Use of ground power units

#### Fuel System

- Fuel quantity distribution and selections
- Fuel consumption
- Fuel Labelling
- Re-fuelling supervision

#### Loading and Performance

- Engine Mass and aircraft loading differences
- Take off and Climb Performance
- Cruise performance
- Fuel consumption and endurance
- Landing performance

#### Handling

- Starting and shutting down
- Engine master switch
- Pre-flight checks and ECU testing
- Normal operations
- Fire and Emergency handling
- Use of main power control lever
- Use of standby / manual over-ride power controls (if applicable)
- Power settings and speeds for normal and emergency operations
- Take-off / landing configuration differences

and review of Pilots' Operating Handbook

Converting from SLPC Aeroplanes;

Engine and System Components, Construction, Layout and Function:

- Power control indications
- Fuel system
- Ignition system – where applicable
- Carburettor heat/alternate air control – where applicable
  - Theory of carburettor icing
- Mixture control
  - Theory and need for manual mixture control
- Ignition system
  - Theory of magneto ignition – where applicable
- Fixed pitch propeller theory
- Engine cooling

#### Operation and Engine Handling

- Performance and loading considerations
- Range and endurance
- Pre-flight inspection

- Starting taxiing
- Power and function checks
- Take-off and climb
- Cruise, including fuel system handling and fuel consumption
- Use of carburettor heat control
- Mixture leaning using mixture control
- Engine handling during descent, approach and landing
- Shutdown

#### Limitations

- System limitations for despatch
- Operating limitations during flight
- Considerations for shutdown

#### In-Flight Failures and Emergency Handling

- Engine failures including memory and checklist items
- Engine overspeed in descent
- Engine fire on the ground / in the air
- Other emergency checklist procedures

### | 4.3.8 **Electronic Flight Instruments System (EFIS)**

Airborne training in the use of Integrated EFIS demands considerable attention of both instructor and pilot, often at the expense of lookout and flight safety. It is recommended, therefore, that this training be carried out with an appropriate Part Task Trainer, FNPT or other STD. In any event, maximum use should be made of any available videos, manufacturers' or agents' computer based training aids and programmes.

#### System overview

- System components and sub-systems
- Sub-systems arrangement and inputs – including (but not limited to);
  - Pitot/Static and Air Data Computer (ADC)
  - Compass and magnetometer
  - Attitude and Heading Reference System (AHRS)
  - Avionics computer(s)
- Power supply
- Sub-system principles, construction and limitations
- System Function
- Instruments
- Main and alternative power supplies
- System electrical demands
- Communication radios and audio panel
- Transponder
- VHF navigation Radios
- GPS and RNAV functionality and approval status
- ADF and DME installations
- Autopilot and flight director
- Traffic information systems
- Terrain data systems
- Weather radar and data-link systems

### Normal Operations

- Switching on, system initialisation and alignment
- Test modes and function
- Cautions and warnings system and display
- Display brightness and control
- Display modes, layout and available information
- Flight instruments display
- Engine Instruments
- Use of communications radios,
- Use of transponder system, altitude encoding and traffic information system, aircraft identification (Mode S) and mode of use.
- Use of VHF navigation systems,
- Use of ADF and DME,
- Use of GPS and RNAV functions
- Navigation displays
- Instrument approach operations (for RNAV instrument approach operations see CAP 773)
- Autopilot and Flight Director selection and control functions,

### Abnormal Operations

- Sub system / system input malfunction
- Screen failure
- Composite, backup or reversionary display function
- Radio failure and emergency operation
- Electrical failures, fire and shut-down
- Flight by reference to standby instruments
- Aircraft system cautions and warnings
- EFIS message advisories

#### I 4.3.9 **Differences training in Single Pilot aeroplanes with Electronic flight instrumentations systems (EFIS)**

Increasingly, single-pilot aircraft are being fitted with digital Electronic Flight Instrumentation Systems (EFIS) consisting of electronic 'glass instruments' and integrated digital avionics displays of widely varying complexity and capability. These systems present a significant change from conventional, mechanical flight instruments in the way the information is presented and the interpretation of these systems requires a thorough understanding by the pilot.

For the purposes of this requirement, an EFIS display requiring differences training is an electronic presentation of the primary flight instruments that presents gyroscopic instrument, pressure instrument and navigation information that is used by the pilot as a primary reference for control of the aircraft in flight.

Differences training requires both theoretical knowledge and training on an appropriate training device or an aeroplane. The instructors and training providers who may give the training are detailed in subsequent paragraphs.

Pilots converting to an EFIS equipped aeroplane for the first time, within the Single Engine Piston Class Rating, are required to complete differences training to the satisfaction of an appropriately qualified Class or Instrument Rating Instructor or Flight Instructor. Those pilots with logbook evidence to show that they have been operating

these aircraft as pilot in command, prior to September 9th 2010, the issue date of an AIC on the topic, are exempt from this requirement.

Pilots converting to another EFIS equipped aeroplane within the privileges of other type or class ratings are strongly advised to complete similar differences training. When converting either to or from EFIS within a single-pilot type rating, pilots should attend a Training Organisation approved to conduct type-rating training courses on the particular aircraft type and variant.

I 4.3.10 **Converting between different EFIS installations**

Pilots converting to another Integrated EFIS display should obtain further differences training, whether or not the same manufacturer produces the new system. Familiarisation training should be sufficient for FIs or CRI/TRIs who are fully qualified to teach all applied instrument flying and who are already trained on another Integrated EFIS system.

I 4.3.11 **Converting from EFIS to Mechanical Instruments**

Pilots trained in using Integrated EFIS displays but not trained on mechanical flight instruments, are likely to have established a scan pattern quite different from the techniques required by a conventional, mechanical instrument layout. These pilots are strongly advised to obtain differences training on conventional instruments, including selective radial scan techniques, before flying an aircraft with conventional mechanical instrumentation. EFIS can provide very precise information, which requires little interpretation, as opposed to conventional instrument displays, which require considerable interpretation and different scan techniques. A key element in this type of training, on whatever system, is ensuring the pilot fully understands what information is available, what is being displayed and how to interpret the display correctly.

4.4 **FCL.740(b): Type Rating Renewal requirement for pilots who hold a Type rating on another licence**

The UK CAA has adopted a derogation such that where a pilot holds a Type Rating issued by a third country and that rating is compliant with Annex I to the Convention on International Civil Aviation, the applicability of FCL.740 (b) may be based on the validity dates of the Type Rating of that other country. The effect of this derogation is that to renew the type rating on a UK issued licence:

- (i) a pilot with a current and valid 3rd country type rating shall complete the revalidation requirements of FCL.740.A(a) and the aircraft category specific requirements for revalidation of the Part-FCL Type Rating; meaning that he must pass the proficiency check, but is not required to undergo training.

## 5 **Additional Information**

None.

## Subpart 2 EASA – Type Ratings for Helicopters

### 1 Applicability

This section sets out the requirements for Type ratings included in EASA licences for Helicopters.

### 2 Privileges

**EASA Type Rating Helicopters** – The privileges and conditions of the EASA Type Rating are defined in FCL.705 as follows:

#### **FCL.705 Privileges of the holder of type rating**

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

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA Helicopter Type rating shall comply with the following Part-FCL requirements:

- FCL.700 Circumstances in which type ratings are required
- FCL.705 Privileges of the holder of a type rating
- FCL.710 Type ratings – variants
- FCL.720.H Experience requirements and prerequisites for the issue of type ratings – helicopters
- FCL.725 Requirements for the issue of type ratings
- FCL.735.H Multi-crew cooperation training course – helicopters
- FCL.740 Validity and renewal of class and type ratings
- FCL.740.H Revalidation of class and type ratings – helicopters

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

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

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

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

As above.

**FCL.710 Type ratings – variants**

- (a) In order to extend his/her privileges to another variant of helicopter within type rating, the pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.
- (b) 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.
- (c) The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor as appropriate.

**FCL.720.H Experience requirements and prerequisites for the issue of type ratings – helicopter**

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

- (a) *Multi-pilot helicopters.* An applicant for the first type rating course for a multi-pilot helicopter type shall:
  - (1) have at least 70 hours as PIC on helicopters;
  - (2) except when the type rating course is combined with an MCC course:
    - (i) hold a certificate of satisfactory completion of an MCC course in helicopters; or
    - (ii) have at least 500 hours as a pilot on multi-pilot aeroplanes; or
    - (iii) have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters;
  - (3) have passed the ATPL(H) theoretical knowledge examinations.
- (b) An applicant for the first type rating course for a multi-pilot helicopter type who is a graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who does not comply with the requirement of (a)(1), shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:
  - (1) completed 70 hours as PIC or pilot-in-command under supervision of helicopters;
  - (2) passed the multi-pilot skill test on the applicable helicopter type as PIC.
- (c) *Single-pilot multi-engine helicopters.* An applicant for the issue of a first type rating for a single-pilot multi-engine helicopter shall:
  - (1) before starting flight training:
    - (i) have passed the ATPL(H) theoretical knowledge examinations; or
    - (ii) hold a certificate of completion of a pre-entry course conducted by an ATO. The course shall cover the following subjects of the ATPL(H) theoretical knowledge course:



- Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,
  - Flight Performance and Planning: mass and balance, performance;
- (2) in the case of applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.

### **FCL.725 Requirements for the issue of type ratings**

- (a) *Training course.* An applicant for a helicopter type rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21.
- (b) *Theoretical knowledge examination.* The applicant for a helicopter 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 helicopter type.
- (1) For multi-pilot helicopters, 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 helicopters, 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 helicopters, 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.
- (c) *Skill test.* An applicant for a helicopter type rating shall pass a skill test in accordance with Appendix 9 to Part-FCL to demonstrate the skill required for the safe operation of the applicable type of helicopter.
- The applicant shall pass the skill test within a period of 6 months after commencement of the type rating training course and within a period of 6 months preceding the application for the issue of the type rating.
- (d) An applicant who already holds a type rating for a helicopter 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 helicopter type.
- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an helicopter type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for helicopters.

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

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

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

- (a) The period of validity of type ratings shall be 1 year, unless otherwise determined by the operational suitability data, established in accordance with Part-21.
- (b) *Renewal.* If a type rating has expired, the applicant shall:
- (1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant type of helicopter; and
  - (2) pass a proficiency check in accordance with Appendix 9 to Part-FCL.

**FCL.740.H Revalidation of type ratings – helicopter**

- (a) *Revalidation.* For revalidation of type ratings for helicopters, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to Part-FCL in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and
  - (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.

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

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

- (4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:

- (i) 300 hours as PIC on helicopters;
- (ii) 15 hours on each of the types held; and
- (iii) at least 2 hours of PIC flight time on each of the other types during the validity period.

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

- (5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).

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

- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.

## 4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### 4.1 United Kingdom Alternative Means of Compliance AltMoC1 FCL.740(b)(1) Revalidation and renewal of Class and Type Ratings.

#### Alt MoC1 FCL.740(b)(1) – Validity and renewal of class and type ratings

##### RENEWAL OF CLASS AND TYPE RATINGS: REFRESHER TRAINING

- (a) Paragraph (b)(1) of FCL.740 determines that if a class or type rating has lapsed, the applicant shall take refresher training at an ATO. The objective of the training is to reach the level of proficiency necessary to safely operate the relevant type or class of aircraft. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

- (1) the experience of the applicant;
- (2) the amount of time elapsed since the privileges of the rating were last used;
- (3) the complexity of the aircraft;
- (4) whether the applicant has a current rating on another aircraft type or class; and

- (5) where considered necessary, the performance of the applicant during a proficiency check for the rating in an FSTD or an aircraft of the relevant type or class.

It should be expected that the amount of training needed to reach the desired level of competence will increase with the time elapsed since the privileges of the rating were last used.

- (b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme based on the ATO's approved course for the rating, focussing on the aspects where the applicant has shown the greatest needs. Theoretical knowledge instruction should be included as necessary; such as for type-specific system failures in complex aircraft. The performance of the applicant should be reviewed during the training and additional instruction provided where necessary to reach the standard required for the proficiency check.
- (c) After successful completion of the training, the ATO should provide a training completion certificate to the applicant, describing the training provided. The training completion certificate should be presented to the Examiner prior to the Proficiency check. Following the successful renewal of the rating the completion certificate and examiner report form should be submitted to the competent authority, together with the relevant application form if the examiner cannot sign the certificate of revalidation in Section XII of the UK-issued licence.

**Note:** Licence holders, ATOs and examiners are reminded that examiners are only authorised to sign the certificate of validation in Section XII (page 5 onwards) of a UK-issued licence when the rating is still shown on page 4 (Section XII) of the licence. If the rating is no longer printed on page 4 (Section XII) of the licence, but appears in the section "ratings previously held by holder", the rating is no longer included in the licence and cannot be reinstated by an examiner. In those circumstances application for renewal of the rating must be made to the CAA so that the rating may be made valid by being included in the licence again.

#### 4.2

#### **FCL.740(b): Type Rating Renewal requirement for pilots who hold a Type rating on another licence**

The UK CAA has adopted a derogation such that where a pilot holds a Type Rating issued by a third country and that rating is compliant with Annex I to the Convention on International Civil Aviation, the applicability of FCL.740 (b) may be based on the validity dates of the Type Rating of that other country. The effect of this derogation is that to renew the type rating on a UK issued licence:

- (i) a pilot with a current and valid 3rd country type rating shall complete the revalidation requirements of FCL.740.A(a) and the aircraft category specific requirements for revalidation of the Part-FCL Type Rating; meaning that he must pass the proficiency check, but is not required to undergo training.

## **5 Additional Information**

None.

## Subpart 3 EASA – Type Ratings for Powered-Lift Aircraft

### 1 Applicability

This section sets out the requirements for Type ratings included in EASA licences for Powered-Lift aircraft.

### 2 Privileges

**EASA Powered-Lift Type Rating** – The privileges and conditions of the EASA Powered-Lift Type Rating are defined in FCL.705 as follows:

#### **FCL.705 Privileges of the holder of type rating**

The privileges of the holder of a type rating are to act as pilot on the type of powered-lift aircraft specified in the rating.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA Powered-Lift Type rating shall comply with the following Part-FCL requirements:

- FCL.700      Circumstances in which type ratings are required
- FCL.705      Privileges of the holder of a type rating
- FCL.710      Type ratings – variants
- FCL.720.PL   Experience requirements and prerequisites for the issue of type ratings – powered-lift aircraft
- FCL.725      Requirements for the issue of type ratings
- FCL.725.PL   Flight instruction for issue of type ratings – powered-lift aircraft
- FCL.740      Validity and renewal of type ratings
- FCL.740.PL   Revalidation of type ratings – powered-lift aircraft

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

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

- (a) Holders of a pilot licence for powered-lift aircraft shall not act in any capacity as a pilot of a powered-lift aircraft unless they have a valid and appropriate type rating, except when undergoing skill tests, or proficiency checks for renewal of type ratings, or receiving flight instruction.
- (b) Notwithstanding (a), in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by the competent authority, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights.

- (c) Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of powered-lift aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Subpart may not be complied with, pilots may hold a flight test rating issued in accordance with FCL.820.

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

As above.

**FCL.710 Type ratings – variants**

- (a) In order to extend his/her privileges to another variant of powered-lift aircraft within type rating, the pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.
- (b) 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.
- (c) The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor as appropriate.

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

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

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

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

- (a) *Training course.* An applicant for a type rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21.
- (b) *Theoretical knowledge examination.* The applicant for a 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 powered-lift aircraft type.
- (1) For multi-pilot powered-lift 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 powered-lift aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
- (c) *Skill test.* An applicant for a type rating shall pass a skill test in accordance with Appendix 9 to Part-FCL to demonstrate the skill required for the safe operation of the applicable type of powered-lift aircraft.
- The applicant shall pass the skill test within a period of 6 months after commencement of the type rating training course and within a period of 6 months preceding the application for the issue of the type rating.
- (d) An applicant who already holds a type rating for an powered-lift 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 powered-lift aircraft type.
- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an powered-lift aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for powered-lift aircraft.

**FCL.725.PL Flight instruction for 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 Validity and renewal of type ratings**

- (a) The period of validity of type ratings shall be 1 year, unless otherwise determined by the operational suitability data, established in accordance with Part-21.
- (b) *Renewal.* If a type rating has expired, the applicant shall:
- (1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant type of powered-lift aircraft; and
  - (2) pass a proficiency check in accordance with Appendix 9 to Part-FCL.

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

(a) *Revalidation.* For revalidation of powered-lift type ratings, the applicant shall:

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

(b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until the a pass in the proficiency check has been achieved.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### **4.1 United Kingdom Alternative Means of Compliance AltMoC1 FCL.740(b)(1) Revalidation and renewal of Class and Type Ratings.**

#### **Alt MoC1 FCL.740(b)(1) – Validity and renewal of class and type ratings**

##### **RENEWAL OF CLASS AND TYPE RATINGS: REFRESHER TRAINING**

(a) Paragraph (b)(1) of FCL.740 determines that if a class or type rating has lapsed, the applicant shall take refresher training at an ATO. The objective of the training is to reach the level of proficiency necessary to safely operate the relevant type or class of aircraft. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

- (1) the experience of the applicant;
- (2) the amount of time elapsed since the privileges of the rating were last used;
- (3) the complexity of the aircraft;
- (4) whether the applicant has a current rating on another aircraft type or class; and
- (5) where considered necessary, the performance of the applicant during a proficiency check for the rating in an FSTD or an aircraft of the relevant type or class.

It should be expected that the amount of training needed to reach the desired level of competence will increase with the time elapsed since the privileges of the rating were last used.



- (b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme based on the ATO's approved course for the rating, focussing on the aspects where the applicant has shown the greatest needs. Theoretical knowledge instruction should be included as necessary; such as for type-specific system failures in complex aircraft. The performance of the applicant should be reviewed during the training and additional instruction provided where necessary to reach the standard required for the proficiency check.
- (c) After successful completion of the training, the ATO should provide a training completion certificate to the applicant, describing the training provided. The training completion certificate should be presented to the Examiner prior to the Proficiency check. Following the successful renewal of the rating the completion certificate and examiner report form should be submitted to the competent authority, together with the relevant application form if the examiner cannot sign the certificate of revalidation in Section XII of the UK-issued licence.

**Note:** Licence holders, ATOs and examiners are reminded that examiners are only authorised to sign the certificate of validation in Section XII (page 5 onwards) of a UK-issued licence when the rating is still shown on page 4 (Section XII) of the licence. If the rating is no longer printed on page 4 (Section XII) of the licence, but appears in the section "ratings previously held by holder", the rating is no longer included in the licence and cannot be reinstated by an examiner. In those circumstances application for renewal of the rating must be made to the CAA so that the rating may be made valid by being included in the licence again.

## 5 Additional Information

None.

INTENTIONALLY LEFT BLANK

## Subpart 4 EASA – Type Ratings for Airships

### 1 Applicability

This section sets out the requirements for Type Ratings included in EASA licences for Airships.

### 2 Privileges

**EASA Airship Type Rating** – The privileges and conditions of the EASA Airship Type Rating are defined in FCL.705 as follows:

#### **FCL.705 Privileges of the holder of a Type Rating**

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

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA Airship Type rating shall comply with the following Part-FCL requirements:

- FCL.700 Circumstances in which Type Ratings are required
- FCL.705 Privileges of the holder of a Type Rating
- FCL.710 Type Ratings – variants
- FCL.720.As Prerequisites for the issue of Type Ratings – Airships
- FCL.725 Requirements for the issue of Type Ratings
- FCL.735.As Multi-crew cooperation training course – Airships
- FCL.740 Validity and renewal of Type Ratings
- FCL.740.As Revalidation of Type Ratings – Airships

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.700 Circumstances in which Class or Type Ratings are required**

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

**FCL.705 Privileges of the holder of a Class or Type Rating**

As above.

**FCL.710 Type Ratings – variants**

- (a) In order to extend his/her privileges to another variant of Airship within Type Rating, the pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.
- (b) 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.
- (c) The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor as appropriate.

**FCL.720.As Prerequisites for the issue of Type Ratings – Airships**

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

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

**FCL.725 Requirements for the issue of Type Ratings**

- (a) *Training course.* An applicant for an Airship Type Rating shall complete a training course at an ATO. The Type Rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21.
- (b) *Theoretical knowledge examination.* The applicant for an Airship 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 Airship type.
  - (1) For multi-pilot Airships, 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 Airships, 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 Airships, 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.

- (c) *Skill test.* An applicant for a an Airship Type Rating shall pass a skill test in accordance with Appendix 9 to Part-FCL to demonstrate the skill required for the safe operation of the applicable type of airship.

The applicant shall pass the skill test within a period of 6 months after commencement of the Airship Type Rating training course and within a period of 6 months preceding the application for the issue of the Type Rating.

- (d) An applicant who already holds a type rating for an Airship, 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 Airship type.
- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an Airship type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that Type Rating, as established in this Subpart for 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 applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirements in (a).

#### **FCL.740 Validity and renewal of Type Ratings**

- (a) The period of validity of Type Ratings shall be 1 year, unless otherwise determined by the operational suitability data, established in accordance with Part-21.
- (b) *Renewal.* If a Type Rating has expired, the applicant shall:
- (1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant type of Airship; and
  - (2) pass a proficiency check in accordance with Appendix 9 to Part-FCL.

#### **FCL.740.As Revalidation of Type Ratings – Airships**

- (a) *Revalidation.* For revalidation of Type Ratings for Airships, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of Airship within the 3 months immediately preceding the expiry date of the rating; and
  - (2) complete at least 2 hours as a pilot of the relevant Airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.

- (3) The revalidation of an IR(As), if held, may be combined with a proficiency check for the revalidation of a Class or Type Rating.
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a Type Rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

#### **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

#### **5 Additional Information**

None.

## Part I Additional Ratings

### 1 Applicability

The holder of an EASA pilots licence may extend the privileges of their licence with additional ratings as listed below.

### 2 Privileges

**EASA Additional Ratings** – The privileges of an EASA licence with additional ratings endorsed are detailed under the requirements as below. Article 62(5) of the ANO renders these ratings to be valid with the same privileges on non-EASA aircraft where necessary for the conduct of the particular flight.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for an additional rating to be added to an EASA licence shall comply with the following Part-FCL requirements:

FCL.800	Aerobatic rating
FCL.805	Sailplane towing and banner towing ratings
FCL.810	Night rating
FCL.815	Mountain rating
FCL.820	Flight test rating
FCL.825	En route instrument rating (EIR)
FCL.830	Sailplane Cloud Flying Rating

For convenience the text of these requirements is reproduced below. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.800 Aerobatic rating**

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

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

- (a) Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.
- (b) Applicants for a sailplane towing rating shall have completed:
  - (1) at least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence;
  - (2) a training course at an ATO including:
    - (i) theoretical knowledge instruction on towing operations and procedures;
    - (ii) at least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights, and
    - (iii) except for holders of an LAPL(S) or an SPL, 5 familiarisation flights in a sailplane which is launched by an aircraft.
- (c) Applicants for a banner towing rating shall have completed:
  - (1) at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs;
  - (2) a training course at an ATO including:
    - (i) theoretical knowledge instruction on towing operations and procedures;
    - (ii) at least 10 instruction flights towing a banner, including at least 5 dual flights.
- (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.
- (e) In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months.
- (f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of an instructor.

**FCL.810 Night rating**

- (a) *Aeroplanes, TMGs, airships.*
  - (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 comprise:
    - (i) theoretical knowledge instruction;
    - (ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings.



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

#### **FCL.815 Mountain rating**

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

The initial mountain rating may be obtained either on:

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

- (e) *Revalidation*. For revalidation of a mountain rating, the applicant shall:
- (1) have completed at least 6 mountain landings in the past 24 months; or
  - (2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).
- (f) *Renewal*. If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).

#### **FCL.820 Flight test rating**

- (a) Holders of a pilot licence for aeroplanes or helicopters shall only act as PIC in category 1 or 2 flight tests, as defined in Part-21, when they hold a flight test rating.
- (b) The obligation to hold a flight test rating established in (a) shall only apply to flight tests conducted on:
- (1) helicopters certificated or to be certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes; or
  - (2) aeroplanes certificated or to be certificated in accordance with:
    - (i) the standards of CS-25 or equivalent airworthiness codes; or
    - (ii) the standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with an maximum take-off mass of less than 2 000 kg.
- (c) The privileges of the holder of a flight test rating are to, within the relevant aircraft category:
- (1) in the case of a category 1 flight test rating, conduct all categories of flight tests, as defined in Part-21, either as PIC or co-pilot;
  - (2) in the case of a category 2 flight test rating:
    - (i) conduct category 1 flight tests, as defined in Part-21:
      - as a co-pilot; or
      - as PIC, in the case of aeroplanes referred to in (b)(2)(ii), except for those within the commuter category or having a design diving speed above 0.6 mach or a maximum ceiling above 25 000 feet;
    - (ii) conduct all other categories of flight tests, as defined in Part-21, either as PIC or co-pilot;
  - (3) in addition, for both category 1 or 2 flight test ratings, to conduct flights specifically related to the activity of design and production organisations, within the scope of their privileges, when the requirements of Subpart H may not be complied with.
- (d) Applicants for the first issue of a flight test rating shall:
- (1) hold at least a CPL and an IR in the appropriate aircraft category;
  - (2) have completed at least 1000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC;
  - (3) have completed a training course at an ATO appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:
    - Performance;
    - Stability and control/Handling qualities;
    - Systems;
    - Test management;
    - Risk/Safety management.

- (e) The privileges of holders of a flight test rating may be extended to another category of flight test and another category of aircraft when they have completed an additional course of training at an ATO.

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

#### **(a) Privileges and conditions**

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

- (b) Prerequisites. Applicants for the EIR shall hold at least a PPL(A) and shall have completed at least 20 hours of cross-country flight time as PIC in aeroplanes.

- (c) Training course. Applicants for an EIR shall have completed, within a period of 36 months at an ATO:

- (1) at least 80 hours of theoretical knowledge instruction in accordance with FCL.615; and
- (2) instrument flight instruction, during which:
  - (i) the flying training for a single-engine EIR shall include at least 15 hours of instrument flight time under instruction; and
  - (ii) the flying training for a multi-engine EIR shall include at least 16 hours of instrument flight time under instruction, of which at least 4 hours shall be in multi-engine aeroplanes.

- (d) Theoretical knowledge. Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, in the subjects referred to in FCL.615(b).

- (e) Skill test. After the completion of the training, the applicant shall pass a skill test in an aeroplane with an IRE. For a multi-engine EIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine EIR, the test shall be taken in a single-engine aeroplane.

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

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

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

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

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## 5 Additional Information

### **FCL.820 Flight Test Rating**

Part 21 defines four categories of flight testing – 1, 2, 3 & 4. Categories 1 and 2 provide for the development and initial certification test flying for aeroplanes and helicopters in excess of 2000kg maximum Take-Off Mass, and the same testing activities for modification to such aircraft.

Categories 1 and 2 do not include conformity testing of series aircraft or modification, post maintenance testing or flights for the renewal of airworthiness certificates or any test flying of aircraft under 2000kg MTOM. Flight test Ratings will only be issued to pilots who comply with the requirement for Categories 1 and 2.

For test flying outside the scope of Categories 1 and 2, no Flight Test Rating is required. Such flying may be conducted by pilots with appropriate licences with valid aircraft ratings who are briefed and otherwise prepared for the flights in accordance with Part 21.

Conversion terms for existing test pilots licenced by the UK CAA, to obtain Part-FCL Flight Test Ratings are given in Part I, Section 4, Part P.

## Part J                      Instructors

### Subpart 0            EASA Instructor Certificates

#### 1            Applicability

This section sets out the requirements for Instructor Certificates included in EASA licences and are applicable to all EASA licence holders adding an Instructor Certificate to a licence.

#### 2            Privileges

**EASA Instructor Certificates** – The privileges of the EASA Instructor certificate are to carry out instruction for EASA licences and ratings as defined in the Specific Instructor Certificate privileges in the subsequent Subparts of this section:

Article 62(5) of the ANO renders these certificates valid with the same privileges on non-EASA aircraft.

#### 3            Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA Instructor certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.915	General prerequisites and requirements for instructors
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.900    Instructor certificates**

(a) *General.* A person shall only carry out:

- (1) flight instruction in aircraft when he/she holds:
  - (i) a pilot licence issued or accepted in accordance with this Regulation;
  - (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;
- (2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.

(b) *Special conditions*

- (1) In the case of introduction of new aircraft in the Member States or in an operator's fleet, when compliance with the requirements established in this Subpart is not possible, the competent authority may issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.

- (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor. Notwithstanding FCL.905.TRI (b), a TRI certificate issued in accordance with this (sub)paragraph will include the privilege to instruct for the issue of a TRI or SFI certificate for the relevant type.

*(c) Instruction outside the territory of the Member States*

- (1) Notwithstanding paragraph (a), in the case of flight instruction provided in an ATO located outside the territory of the Member States, the competent authority may issue an instructor certificate to an applicant holding a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention, provided that the applicant:
  - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to instruct and in any case at least a CPL.
  - (ii) complies with the requirements established in this Subpart for the issue of the relevant instructor certificate;
  - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise instructional privileges in accordance with this Part.
- (2) The certificate shall be limited to providing flight instruction:
  - (i) in ATOs located outside the territory of the Member States;
  - (ii) to student pilots who have sufficient knowledge of the language in which flight instruction is given.

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

- (a) *General.* An applicant for an instructor certificate shall be at least 18 years of age.
- (b) *Additional requirements for instructors providing flight instruction in aircraft.* An applicant for or the holder of an instructor certificate with privileges to conduct flight instruction in an aircraft shall:
  - (1) hold at least the licence and, where relevant, the rating for which flight instruction is to be given;
  - (2) except in the case of the flight test instructor, have:
    - (i) completed at least 15 hours of flight time as a pilot on the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or
    - (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft;
  - (3) be entitled to act as PIC on the aircraft during such flight instruction.
- (c) *Credit towards further ratings and for the purpose of revalidation*
  - (1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held.
  - (2) Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for all instructor certificates held.
- (d) Credit for extension to further types shall take into account the relevant elements as defined in the operational suitability data in accordance with Part-21.



**FCL.920 Instructor competencies and assessment**

All instructors shall be trained to achieve the following competences:

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

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

(a) Instructors conducting training for the MPL shall:

- (1) have successfully completed an MPL instructor training course at an ATO; and
- (2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:
  - (i) be experienced in multi-pilot operations; and
  - (ii) have completed initial crew resource management training with a commercial air transport operator approved in accordance with the applicable air operations requirements.

(b) MPL instructors training course

- (1) The MPL instructor training course shall comprise at least 14 hours of training.

Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training.
- (2) The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an examiner qualified in accordance with Subpart K to part-FCL.
- (3) Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant.

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

- (1) 1 simulator session of at least 3 hours; or
- (2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.

(d) If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct flight instruction for the MPL he/she shall:

- (1) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and
- (2) pass the assessment of instructor competencies as set out in (b)(2).

**FCL.930 Training course**

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

**FCL.935 Assessment of competence**

- (a) Except for the multi-crew co-operation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.
- (b) This assessment shall include:
  - (1) the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction;
  - (2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD;
  - (3) exercises adequate to evaluate the instructor's competencies.
- (c) The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction.
- (d) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

**FCL.940 Validity of instructor certificates**

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

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

None.

## Subpart 1 EASA Flight Instructor Certificate – FI for Aeroplanes, Helicopters, Airships, Balloons and Sailplanes

### 1 Applicability

The holder of an EASA FI certificate may exercise the privileges of the certificate to carry out instruction for EASA licences and ratings as defined in the privileges, and for UK national licences and ratings within the same privileges.

### 2 Privileges

**EASA Flight Instructor** – The privileges and conditions of the EASA FI certificate are defined in FCL.905.FI as follows:

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

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

- (a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category;
- (b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes; class and group extensions for balloons and class extensions for sailplanes;
- (c) type ratings for single or multi-pilot airship;
- (d) a CPL in the appropriate aircraft category, provided that the FI has completed at least 500 hours of flight time as a pilot on that aircraft category, including at least 200 hours of flight instruction;
- (e) the night rating, provided that the FI:
  - (1) is qualified to fly at night in the appropriate aircraft category;
  - (2) has demonstrated the ability to instruct at night to an FI qualified in accordance with (i) below; and
  - (3) complies with the night experience requirement of FCL.060(b)(2).
- (f) a towing aerobatic or, in the case of an FI(S), a cloud flying rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with (i) below;
- (g) an EIR or an IR in the appropriate aircraft category, provided that the FI has:
  - (1) at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or FNPT II;
  - (2) completed as a student pilot the IRI training course and has passed the skill test for the IRI certificate; and
  - (3) in addition:
    - (i) for multi-engine aeroplanes, met the requirements for a CRI for multi-engine aeroplanes;
    - (ii) for multi-engine helicopters, met the requirements for the issue of a TRI certificate.

- (h) single-pilot multi-engine class or type ratings, except for single-pilot high performance complex aeroplanes, provided that the FI meets:
  - (1) in the case of aeroplanes, the prerequisites for the CRI training course established in FCL.915.CRI (a) and the requirements of FCL.930.CRI and FCL.935;
  - (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) an FI, IRI, CRI, STI or MI certificate provided that the FI has:
  - (1) completed at least:
    - (i) in the case of an FI(S), at least 50 hours or 150 launches of flight instruction on sailplanes;
    - (ii) in the case of an FI(B), at least 50 hours or 50 take-offs of flight instruction on balloons;
    - (iii) in all other cases, 500 hours of flight instruction in the appropriate aircraft category;
  - (2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate;
- (j) an MPL, provided that the FI:
  - (1) for the core flying phase of the training, has completed at least 500 hours of flight time as a pilot on aeroplanes, including at least 200 hours of flight instruction;
  - (2) for the basic phase of the training:
    - (i) holds a multi-engine aeroplane IR and the privilege to instruct for an IR; and
    - (ii) has at least 1500 hours of flight time in multi-crew operations;
  - (3) in the case of an FI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (2)(ii) may be replaced by the completion of a structured course of training consisting of:
    - (i) MCC qualification;
    - (ii) observing 5 sessions of flight instruction in Phase 3 of an MPL course;
    - (iii) observing 5 sessions of flight instruction in Phase 4 of an MPL course;
    - (iv) observing 5 operator recurrent line oriented flight training sessions;
    - (v) the content of the MCCI instructor course.

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

Article 65(5) of the ANO renders the FI valid with the same privileges for giving instruction for UK national licences and ratings e.g. for the UK NPPL, UK PPL, UK CPL, UK ATPL etc.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA FI rating shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.FI	FI – Privileges and conditions
FCL.910.FI	FI – Restricted privileges
FCL.915	General prerequisites and requirements for instructors
FCL.915.FI	FI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.FI	FI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.FI	FI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.900 Instructor certificates**

See Subpart 0.

**FCL.905.FI FI – Privileges and conditions**

As above.

**FCL.910.FI FI – Restricted privileges**

- (a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:
- (1) for the issue of the PPL, SPL, BPL and LAPL;
  - (2) in all integrated courses at PPL level, in case of aeroplanes and helicopters;
  - (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;
  - (4) for the night, towing or aerobatic ratings.
- (b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.
- (c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:\*
- (1) for the FI(A), 100 hours flight instruction in aeroplanes or TMGs and, in addition has supervised at least 25 student solo flights;
  - (2) for the FI(H) 100 hours flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises;
  - (3) for the FI(As), FI(S) and FI(B), 15 hours or 50 take-offs flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.

\* An applicant who provides evidence that the experience requirements of FCL.910.FI(c) have been met previously using the instructor rating included on a licence that is compliant with ICAO Annex I may have the Part-FCL instructor certificate issued without the privileges restricted.

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

See Subpart O.

**FCL.915.FI FI – Prerequisites**

An applicant for an FI certificate shall:

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

- (1) have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD;
- (2) have completed 20 hours of VFR cross-country flight on the appropriate aircraft category as PIC; and

(b) additionally, for the FI(A):

- (1) hold at least a CPL(A); or
- (2) hold at least a PPL(A) and have:
  - (i) met the requirements for CPL theoretical knowledge, except for an FI(A) providing training for the LAPL(A) only, and\*
  - (ii) completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150 hours as PIC;
- (3) have completed at least 30 hours on single-engine piston powered aeroplanes of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight test set out in FCL.930.FI(a);
- (4) have completed a VFR cross-country flight as PIC, including a flight of at least 540 km (300 NM) in the course of which full stop landings at 2 different aerodromes shall be made;

(c) additionally, for the FI(H), have completed 250 hours total flight time as pilot on helicopters of which:

- (1) at least 100 hours shall be as PIC, if the applicant holds at least a CPL(H); or
- (2) at least 200 hours as PIC, if the applicant holds at least a PPL(H) and has met the requirements for CPL theoretical knowledge;

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

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

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

**FCL.920 Instructor competencies and assessment**

See Subpart O.

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

See Subpart O.

\* Examinations successfully completed for ATPL or CPL shall be accepted and the validity period of FCL.025(c)(1)(ii) shall not apply.

**FCL.930 Training course**

See Subpart O.

**FCL.930.FI FI – Training course**

- (a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI (i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to Part-FCL.
- (b) The FI training course shall include:
- (1) 25 hours of teaching and learning;
  - (2)
    - (i) in the case of an FI(A), (H) and (As), at least 100 hours of theoretical knowledge instruction, including progress tests;
    - (ii) in the case of an FI(B) or FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests;
  - (3)
    - (i) in the case of an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;
    - (ii) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction;
    - (iii) in the case of an FI(S), at least 6 hours or 20 take-offs of flight instruction;
    - (iv) in the case of an FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs;
    - (v) in the case of an FI(B), at least 3 hours of flight instruction, including 3 take-offs.
  - (4) When applying for an FI certificate in another category of aircraft, pilots holding or having held an FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in point (b)(2)(i) or with 18 hours towards the requirements in point (b)(2)(ii).

**FCL.935 Assessment of competence**

See Subpart O.

**FCL.940 Validity of instructor certificates**

See Subpart O.

**FCL.940.FI FI – Revalidation and renewal**

- (a) For revalidation of an FI certificate, the holder shall fulfil 2 of the following 3 requirements:
- (1) complete:
    - (i) in the case of an FI(A) and (H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;

- (ii) in the case of an FI(As), at least 20 hours of flight instruction in airships as FI, IRI or as examiner during the period of validity of the certificate. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;
- (iii) in the case of an FI(S), at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate;
- (iv) in the case of an FI(B), at least 6 hours of flight instruction in balloons as, FI or as examiner during the period of validity of the certificate;
- (2) attend an instructor refresher seminar, within the validity period of the FI certificate;
- (3) pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate.
- (b) For at least each alternate subsequent revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), (S) and (B), the holder shall have to pass an assessment of competence in accordance with FCL.935.
- (c) *Renewal*. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
  - (1) attend an instructor refresher seminar;
  - (2) pass an assessment of competence in accordance with FCL.935.

#### **FCL.945. Obligations for instructors**

Upon completion of the training flight for the revalidation of an 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 applicant'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 applicant's licence.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

#### **FCL.945. Obligations for instructors**

Holders of UK CAA issued Part-FCL licences with the privilege of FCL.945 endorsed on their instructor certificates are authorised by the CAA to endorse the revalidation of an SEP or TMG class rating in accordance with FCL.740.A (b)(1) for holders of UK CAA issued Part-FCL licences only, upon completion of the training flight. This is subject to the applicant having fulfilled all the other revalidation criteria required by FCL.740.A (b)(1).



## Subpart 2 EASA Type Rating Instructor Certificate – TRI for Aeroplanes, Helicopters and Powered-Lift Aircraft

### 1 Applicability

The holder of an EASA TRI certificate may exercise the privileges of the certificate to carry out instruction for Type ratings for EASA aircraft.

### 2 Privileges

**EASA Type Rating Instructor** – The privileges and conditions of the EASA TRI certificate are defined in FCL.905.TRI as follows:

#### **FCL.905.TRI TRI – Privileges and conditions**

The privileges of a TRI are to instruct for:

- (a) the revalidation and renewal of an EIR or an IR, provided the TRI holds a valid IR;
- (b) the issue of a TRI or SFI certificate, provided that the holder has 3 years of experience as a TRI; and
- (c) in the case of the TRI for single-pilot aeroplanes:

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

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

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

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

- (d) in the case of the TRI for multi-pilot aeroplanes:

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

- (e) in the case of the TRI for helicopters:

- (1) the issue, revalidation and renewal of helicopter type ratings;
- (2) MCC training, provided he/she holds a multi-pilot helicopter type rating;
- (3) the extension of the single-engine IR(H) to multi-engine IR(H).

- (f) in the case of the TRI for powered-lift aircraft:

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

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA TRI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.TRI	TRI – Privileges and conditions
FCL.910.TRI	TRI – Restricted privileges
FCL.915	General prerequisites and requirements for instructors
FCL.915.TRI	TRI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.TRI	TRI – Training course
FCL.935	Assessment of competence
FCL.935.TRI	TRI – Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.TRI	TRI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart O, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.900 Instructor certificates**

See Subpart O.

#### **FCL.905.TRI TRI – Privileges and conditions**

As above.

#### **FCL.910.TRI TRI – Restricted privileges**

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

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

(b) *TRI for aeroplanes and for powered-lift aircraft - TRI(A) and TRI(PL).* The privileges of a TRI are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence was taken. Unless otherwise determined by the operational suitability data established in accordance with Part-21, the privileges of the TRI shall be extended to further types when the TRI has:

- (1) completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which 7 sectors may be completed in an FFS;
- (2) completed the technical training and flight instruction parts of the relevant TRI course;
- (3) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.

**(c) TRI for helicopters – TRI(H)**

- (1) The privileges of a TRI(H) are restricted to the type of helicopter in which the skill test for the issue of the TRI certificate was taken. Unless otherwise determined by in the operational suitability data established in accordance with Part-21, the privileges of the TRI shall be extended to further types when the TRI has:
  - (i) completed the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type;
  - (ii) conducted at least 2 hours of flight instruction on the applicable type, under the supervision of an adequately qualified TRI(H); and
  - (iii) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
- (2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.
- (d) Notwithstanding the paragraphs above, holders of a TRI certificate who have been issued with a type rating in accordance with FCL.725 (e) shall be entitled to have their TRI privileges extended to that new type of aircraft.

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

See Subpart O.

**FCL.915.TRI TRI – Prerequisites**

An applicant for a TRI certificate shall:

- (a) hold a CPL, MPL or ATPL pilot licence on the applicable aircraft category;
- (b) for a TRI(MPA) certificate:
  - (1) have completed 1500 hours flight time as a pilot on multi-pilot aeroplanes; and
  - (2) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;
- (c) for a TRI(SPA) certificate:
  - (1) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type; and
  - (2) (i) have competed at least 500 hours flight time as pilot on aeroplanes, including 30 hours as PIC on the applicable type of aeroplane; or
  - (ii) hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges;
- (d) for TRI(H):
  - (1) for a TRI(H) certificate for single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters;

- (2) for a TRI(H) certificate for single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
  - (3) for a TRI(H) certificate for multi-pilot helicopters, completed 1000 hours flight time as a pilot on helicopters, including:
    - (i) 350 hours as a pilot on multi-pilot helicopters; or
    - (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations.
  - (4) Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter;
- (e) for TRI(PL):
- (1) completed 1500 hours flight time as a pilot on multi-pilot aeroplanes, powered-lift, or multi-pilot helicopters; and
  - (2) completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.

**FCL.920 Instructor competencies and assessment**

See Subpart 0.

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

See Subpart 0.

**FCL.930 Training course**

See Subpart 0.

**FCL.930.TRI TRI – Training course**

- (a) The TRI training course shall include, at least:
- (1) 25 hours of teaching and learning;
  - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
  - (3) 5 hours of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or a simulator representing that aircraft.
- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
- (c) An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.

**FCL.935 Assessment of competence**

See Subpart 0.

**FCL.935.TRI TRI – 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.

**FCL.940 Validity of instructor certificates**

See Subpart O.

**FCL.940.TRI TRI – Revalidation and renewal***(a) Revalidation*

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

**(b) *Renewal***

- (1) *Aeroplanes.* If the TRI(A) certificate has lapsed the applicant shall have:
  - (i) completed within the last 12 months preceding the application at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator;
  - (ii) completed the relevant parts of a TRI course at an approved ATO;
  - (iii) conducted on a complete type rating course at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).
- (2) *Helicopters and powered lift.* If the TRI(H) or TRI(PL) certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
  - (i) receive instructor refresher training as a TRI at an ATO, which should cover the relevant elements of the TRI training course; and
  - (ii) pass 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.

## 4 **Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

### **United Kingdom Alternative Means of Compliance**

#### **UK ALTMoC1 FCL.930.TRI TRI – Type Rating Instructor Training course**

##### **GENERAL**

- (a) The aim of the TRI(A) training course set out in FCL.930 is to train aeroplane licence holders to the level of competence defined in FCL.920 and adequate for a TRI(A) and SFI(A) as applicable. The restricted privileges outlined in FCL.910.TRI(a) allow a TRI(A) to instruct in a simulator only (FSTD). This qualification is endorsed in the licence as 'FFS'. Additional training is required before instruction in an aircraft can be undertaken.
- (b) The additional training required for a TRI(A) to conduct training in an aircraft will depend on the purpose of that aircraft training. Either:
  - (1) To conduct line flying under supervision when a TRI(A) is required for ZFTT or Recency (licence endorsed 'And LIFUS instructor'); or
  - (2) To conduct take-offs and landings in the aircraft to complete the training requirement at the end of a Type Rating Course in a simulator as per AMC2 ORA. ATO.125(k)(1) (licence endorsed 'T/os & Idgs only'); or
  - (3) To conduct full type rating training in an aircraft when a simulator is not available, including abnormal and emergency procedures (i.e. an unrestricted qualification; licence endorsed 'A/c').

- (c) For a TRI(A) qualified solely as 'A/c', additional training is required before giving flight instruction in a simulator (FSTD). An unrestricted aircraft qualification when combined with the simulator qualification is endorsed 'A/c & FFS'.
- (d) The content of the TRI(A) training programme should cover training exercises applicable to the aeroplane type as set out in the applicable type rating course. The training programme should take into account the training as determined in the operational suitability data established in accordance with Part-21.
- (e) For a TRI(A) the amount of practical training will vary depending on the complexity of the aeroplane type. For flight instruction in an aircraft the candidate instructor should be able to teach the air exercises safely and effectively from a pilot seat. Some training should be carried out in an appropriately qualified simulator for this purpose prior to any actual aircraft training.
- (f) Course documentation should include a manual for candidate instructor use, giving a full description of the course, with supplementary notes; and a separate Tutor manual explaining the course delivery concepts, the course progression and changing emphasis.
- (g) Candidate instructors should be taught the teaching methods used in flying training and regarded as 'best practice'. These methods require the instructor to work to a syllabus with clearly defined objectives; provide a positive instructional input, which includes demonstration and/or verbal instruction as appropriate prior to student practice; be able to identify errors, and explain how to correct them, in order to teach to proficiency.
- (h) The TRI(A) training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to giving instruction for a type rating, whether the certificate is restricted or not. There should be particular emphasis on the importance of the non-technical skills and the role of CRM, TEM or MCC as appropriate.
- (i) A TRI(A) may 'tutor' a TRI(A) course and an SFI(A) may 'tutor' a SFI(A) course when they have:
  - (1) Completed at least 50 hours of flight instruction as a TRI or SFI; and
  - (2) 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 Head of Training of an ATO.
  - (3) Competence with an examiner approved for the purpose.
- (j) Approved training organisations (ATOs) should provide sufficient training and mentoring to develop the skills required of a TRI or SFI Tutor to deliver the TRI course syllabus.

## CONTENT

- (a) The TRI training course consists of three parts:
  - (1) Part 1: teaching and learning instruction that should comply with AMC1 FCL.920;
  - (2) Part 2: technical theoretical knowledge instruction (technical training);
  - (3) Part 3: flight instruction.
- (b) The minimum training required for Parts 1, 2 & 3 specified in Part FCL is deemed sufficient to qualify an Instructor for a 'FFS' qualification or, if the training has been wholly orientated towards aircraft instruction, an 'A/c' qualification. Therefore, the endorsements 'And LIFUS instructor', 'T/o's & Idgs only', or 'A/c' when added to 'FFS' all require upgrade courses of appropriate duration.

- (1) Training for 'And LIFUS instructor' should comprise a minimum of half a day classroom, 1 x 2hr simulator session per Instructor, plus line flights with a TRI as specified in Part 3 (j) and (k).
- (2) Training for 'T/os & Idgs' should comprise a minimum of half a day classroom, 2 x 2hr simulator sessions, plus training and an AoC in the aircraft.
- (3) When full 'A/c' privileges are added to FFS, in addition to classroom topics, the whole aircraft syllabus has to be covered although some exercises may be in abbreviated form. Preferably this training is accomplished in both simulator and aircraft.

### **Part 1 - Teaching and Learning Instruction Syllabus**

- (a) The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the TRI course syllabus. The course is a minimum of 25 hours. A dedicated CRM/TEM module should be included to teach the practical assessment of CRM/TEM using a recognised 'NOTECH' framework.

### **Part 2 - Technical Theoretical Knowledge Instruction Syllabus**

- (a) General

- (1) The technical theoretical knowledge instruction should comprise not less than 10 hours training to refresh Part 1 theoretical topics as necessary, and aeroplane technical knowledge. It should include the preparation of lesson plans and the development of briefing room instructional skills. A proportion of the allotted 10 hours should be integrated with the practical flight instruction lessons in Part 3, using expanded pre-flight and post flight briefing sessions. Consequently, for practical purposes Part 2 and Part 3 should be considered complimentary to each other.
- (b) Note: When a TRI(A) is additionally required to teach the ground technical theoretical syllabus on a type rating course, the candidate instructor should understudy a qualified course ground instructor delivering lectures from the ground school syllabus. Sufficient exposure by observation and mentoring should continue until the new instructor is competent to deliver the whole syllabus in the classroom environment. This training is separate to the Part 2 training described here.

- (c) Common components for FSTD and AIRCRAFT

Each topic should be tailored to the privileges sought by the candidate instructor

- (1) Planning/weather considerations
- (2) Airfield selection including alternates
- (3) Legal constitution of a crew (MPA and SP HPC(A) operated single-pilot or multi-pilot)
- (4) Fuel Planning
- (5) Loading
- (6) Lesson Plans
- (7) Pre- Flight Briefing content
- (8) Teaching points specific to each exercise
- (9) Methods of handing over and taking control



- (10) Use of automatics
- (11) Correct Seat position
- (12) Fatigue/overload of inexperienced students
- (13) Typical student errors
- (14) Intervention strategies
- (15) Note taking/Tech log times
- (d) Additional components for FSTD privileges
  - The common components plus:
    - (1) Simulator Safety features
    - (2) Simulator briefing
    - (3) Simulator Capabilities
    - (4) Simulator Limitations
    - (5) Instructor Station
    - (6) Emergency Evacuation
- (e) Additional components for AIRCRAFT privileges for ZFTT or recency ('And LIFUS instructor')
  - The common components plus:
    - (1) Use of a Safety Pilot
    - (2) The duties of the Safety Pilot
    - (3) Covering the controls at critical times
    - (4) Handling real emergencies at critical times
    - (5) Dealing with student errors/omissions during Normal and Actual Abnormal or Emergency operations
    - (6) Weather, Cloud, Visibility and Surface Wind considerations
- (f) Additional components for AIRCRAFT privileges for take-off and landing training ('T/os & Idgs only')
  - The common components, plus the ZFTT/recency components plus:
    - (1) Use of a training checklist
    - (2) Training SOP's, including FMS programming
    - (3) MEL use on training flights
    - (4) Ballast requirements
    - (5) Touch and Go's: Advantages/disadvantages; prescribed method; minimum runway length and how it is derived; V speed consideration
    - (6) Use of 'Follow Through' technique (if relevant to aircraft type)
    - (7) ATC liaison
    - (8) Brake cooling
    - (9) Crew changes
    - (10) Fatigue/overload of instructor and students

(g) Additional components for AIRCRAFT unrestricted privileges ('A/c')

The common components, plus the ZFTT/recency components, plus the take-off and landing components, plus:

- (1) Appropriate methods and minimum altitudes for simulating failures
- (2) Zero Thrust settings
- (3) Minimum altitudes for stalling exercises
- (4) Airspace utilisation
- (5) Additional weather constraints – maximum crosswind for simulated engine out landings

**Part 3 - Flight Instruction Syllabus (for FSTD and/or AIRCRAFT privileges)**

(a) General

- (1) The course should consist of at least 5 hours of flight instruction for single-pilot aircraft operated in single-pilot operations, and 10 hours for multi-pilot aircraft or single-pilot certified aircraft operated in multi-pilot operations per candidate instructor.
- (2) The candidate instructor should gain experience in teaching a variety of exercises, covering both normal and abnormal operations, including engine-out handling. Those exercises considered more demanding for converting student pilots should be included.
- (3) The course should comprehensively cover the whole range of instructor skills enabling the applicant to plan, brief, train and debrief sessions using all relevant training techniques appropriate to pilot training.
- (4) CRM, TEM or MCC, and the appropriate use of behavioural markers should be integrated throughout.

(b) Common components FSTD and AIRCRAFT (FFS, Unrestricted, LIFUS and Take-off and landings)

The candidate instructor should receive instruction in an appropriately qualified FSTD representing the type of aeroplane to a satisfactory level as follows:

- (1) Left and right hand seat familiarisation;
- (2) Pre-flight preparation and use of checklists;
- (3) Taxiing;
- (4) Take-off;
- (5) Rejected take-off;
- (6) Engine failure during take-off, after V1;
- (7) Engine inoperative approach and go-around;
- (8) One engine (critical) simulated inoperative landing;
- (9) Other abnormal and emergency procedures as necessary;
- (10) Methods for giving appropriate commentary;
- (11) Intervention strategies

(c) Additional components for FSTD privileges (for 'FFS' only)

The common components plus:

The candidate instructor should receive instruction in an appropriately qualified FSTD representing the type of aeroplane to a satisfactory level as follows:

- (1) The candidate instructor should be made familiar with the device, limitations and capabilities, and the safety features, including emergency evacuation.
- (2) The candidate instructor should be taught how to use the instructor station, and give instruction from that position. The candidate instructor should also be taught how to conduct a flying demonstration from a pilot seat giving appropriate commentary.

- (d) Additional components for AIRCRAFT privileges for ZFTT or recency ('And LIFUS instructor');

The common components plus:

The candidate instructor should receive instruction in an appropriately qualified FSTD representing the type of aeroplane to a satisfactory level as follows:

- (1) Strategies developed from situations role-played by a TRI course instructor, taken from but not limited to:

- (i) Taxiing and turning circles;
- (ii) Take-off configuration warning;
- (iii) Over controlling;
- (iv) High flare: long float;
- (v) Long flare;
- (vi) Baulked landing;
- (vii) Immediate go-around from touchdown;
- (viii) Too high on approach: no flare;
- (ix) Incorrect configuration;
- (x) TAWS Warning;
- (xi) Misuse/incorrect use of rudder;
- (xii) Over controlling in roll or pitch during flare;
- (xiii) Incapacitation;
- (xiv) Actual abnormal or emergencies.

- (e) Additional components for AIRCRAFT privileges for take-off and landing training ('T/os and Idgs only');

The common components, plus the ZFTT/recency components, plus:

The candidate instructor should receive instruction in an appropriately qualified FSTD representing the type of aeroplane to a satisfactory level as follows:

- (1) Strategies developed from situations role-played by a TRI course instructor, taken from but not limited to:

- (i) Particularities of handling the aeroplane in touch and go manoeuvres;
- (ii) Dealing with incorrect actions by student during touch and go (e.g. selection of reverse thrust);
- (iii) Circuit management and in-flight de-briefing techniques.

- (f) Additional components for AIRCRAFT unrestricted privileges including abnormal and emergency procedures ('A/c');

The common components, plus the ZFTT/recency components, plus the take-off and landing components, plus

The candidate instructor should receive instruction in an appropriately qualified FSTD representing the type of aeroplane to a satisfactory level as follows:

- (1) Strategies developed from situations role-played by a TRI course instructor, taken from but not limited to:
  - (i) Simulating failures;
  - (ii) Mishandled stalling exercises;
  - (iii) Failure of a critical engine;
  - (iv) Approach and full-stop landing with simulated engine-out;
  - (v) Abnormal and emergencies applicable to the aeroplane type.
- (g) Upon successful completion of the training above and where aircraft privileges are sought, the applicant should receive training in an aircraft in-flight under the supervision of a TRI(A) complimentary to the training provided in the simulator.
- (h) At the completion of training the applicant instructor should be required to provide flight instruction appropriate to the privilege sought under the supervision and to the satisfaction of a TRI(A) nominated for this purpose by the training organisation.
- (i) LINE FLYING UNDER SUPERVISION (ZFTT/Recency - 'And LIFUS Instructor')
  - (1) The aircraft training at Part 3 (g) and the assessment by a TRI at Part 3 (h) may be conducted on a commercial air transport flight.
- (j) TRAINING WHERE NO FSTD EXISTS (Unrestricted Aircraft Privileges – 'A/c' only)
  - (1) Where no FSTD exists for the type for which the certificate is sought, a course of training should be conducted on the applicable aeroplane type. This includes all elements listed above, the synthetic device elements being replaced with appropriate exercises in the aircraft.
- (k) TRAINING FOR ASYMMETRIC POWER FLIGHT ON SP MET AEROPLANES
 

During this part of the training, special emphasis is to be placed on the:

  - (1) Content must reflect the aircraft configuration, taking into consideration multi-engine piston propeller driven aeroplanes, multi-engine turbo-prop or multi-engine turbo-jet powered aeroplanes.
  - (2) circumstances in which actual feathering and un-feathering practice will be done, for example safe altitude; compliance with regulations about minimum altitude or height for feathering practice, weather conditions, distance from nearest available aerodrome.
  - (3) procedure to use for instructor and student co-operation, for example the correct use of touch drills and the prevention of misunderstandings, especially during feathering and unfeathering practice and when zero thrust is being used for asymmetric circuits. This procedure is to include positive agreement as to which engine is being shut down or re-started or set at zero thrust and identifying each control and naming the engine it is going to affect.
  - (4) consideration to be given to avoid over-working the operating engine, and the degraded performance when operating the aeroplane during asymmetric flight.
  - (5) need to use the specific checklist for the aeroplane type.
- (l) Recommended Content of Long Briefings for flight with asymmetric power:

(1) General - Flight on asymmetric power

- (i) introduction to asymmetric flight;
- (ii) feathering the propeller: method of operation;
- (iii) effects on aeroplane handling at cruising speed;
- (iv) introduction to effects upon aeroplane performance;
- (v) note foot load to maintain a constant heading (no rudder trim);
- (vi) un-feathering the propeller: regain normal flight;
- (vii) finding the zero thrust setting: comparison of foot load when feathered and with zero thrust set.
- (viii) effects and recognition of engine failure in level flight;
- (ix) the forces and the effects of yaw;
- (x) types of failure:
  - (A) sudden or gradual;
  - (B) complete or partial.
- (xi) yaw, direction and further effects of yaw;
- (xii) flight instrument indications;
- (xiii) identification of failed engine;
- (xiv) the couples and residual out of balance forces: resultant flight attitude;
- (xv) use of rudder to counteract yaw;
- (xvi) use of aileron: dangers of misuse;
- (xvii) use of elevator to maintain level flight;
- (xviii) use of power to maintain a safe air speed and altitude;
- (xix) supplementary recovery to straight and level flight: simultaneous increase of speed and reduction in power;
- (xx) identification of failed engine: = idle engine;
- (xxi) use of engine instruments for identification:
  - (A) fuel pressure or flow;
  - (B) RPM gauge response effect of CSU action at lower and higher air speed;
  - (C) engine temperature gauges.
- (xxii) confirmation of identification: close the throttle of identified failed engine;
- (xxiii) effects and recognition of engine failure in turns;
- (xxiv) identification and control;
- (xxv) side forces and effects of yaw.

(2) During turning flight:

- (i) effect of 'inside' engine failure: effect sudden and pronounced;
- (ii) effect of 'outside' engine failure: effect less sudden and pronounced;
- (iii) the possibility of confusion in identification (particularly at low power):
  - (A) correct use of rudder;

- (B) possible need to return to lateral level flight to confirm correct identification;
- (iv) visual and flight instrument indications;
- (v) effect of varying speed and power;
- (vi) speed and thrust relationship;
- (vii) at normal cruising speed and cruising power: engine failure clearly recognised;
- (viii) at low safe speed and climb power: engine failure most positively recognised;
- (ix) high speed descent and low power: possible failure to notice asymmetry (engine failure);

(3) Minimum control speeds:

- (i) ASI colour coding: red radial line

Note: this exercise is concerned with the ultimate boundaries of controllability in various conditions that a student can reach in a steady asymmetric power state, approached by a gradual speed reduction. Sudden and complete failure should not be given at the flight manual vmca. The purpose of the exercise is to continue the gradual introduction of a student to control an aeroplane in asymmetric power flight during extreme or critical situations. It is not a demonstration of vmca.

- (ii) techniques for assessing critical speeds with wings level and recovery – dangers involved when minimum control speed and the stalling speed are very close: use of vsse;
- (iii) establish a minimum control speed for each asymmetrically disposed engine: to establish critical engine (if applicable);
- (iv) effects on minimum control speeds of:
  - (A) bank;
  - (B) zero thrust setting;
  - (C) take-off configuration:
    - landing gear down and take-off flap set;
    - landing gear up and take-off flap set.

Note: it is important to appreciate that the use of 5° of bank towards the operating engine produces a lower vmca and also a better performance than that obtained with the wings held level. It is now normal for manufacturers to use 5° of bank in this manner when determining the vmca for the specific type. Thus the vmca quoted in the aeroplane manual will have been obtained using the technique.

(4) Feathering and un-feathering:

- (i) minimum heights for practising feathering or un-feathering drills;
- (ii) engine handling: precautions (overheating, icing conditions, priming, warm up and method of simulating engine failure: reference to aircraft engine manual and service instructions and bulletins).

(5) Engine failure procedure:

- (i) once the maintenance of control has been achieved, the order in which the procedures are carried out will be determined by the phase of operation and the aircraft type;
- (ii) flight phase:
  - (A) in cruising flight;

(B) critical phase such as immediately after take-off or during the approach to landing or during a go-around.

(6) Aircraft type

- (i) Variations will inevitably occur in the order of certain drills and checks due to differences between aeroplane types and perhaps between models of the same type. The flight manual or equivalent document (for example owner's manual or pilot's operating handbook) is to be consulted to establish the exact order of these procedures.
- (ii) For example, one flight manual or equivalent document (for example owner's manual or pilot's operating handbook) may call for the raising of flaps and landing gear before feathering, whilst another may recommend feathering as a first step. The reason for this latter procedure could be due to the fact that some engines cannot be feathered if the rpm drops below a certain figure.
- (iii) Again, in some aeroplanes, the raising of the landing gear may create more drag during retraction due to the transient position of the landing gear doors and as a result of this retraction would best be left until feathering has been accomplished and propeller drag reduced.
- (iv) Therefore, the order in which the drills and checks are shown in this syllabus under immediate and subsequent actions are to be used as a general guide only and the exact order of precedence is determined by reference to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) for the specific aeroplane type being used on the course.

(7) In-flight engine failure in cruise or other flight phase not including take-off or landing:

(i) immediate actions:

(A) recognition of asymmetric condition;

(B) identification and confirmation of failed engine:

- idle leg = idle engine;
- closing of throttle for confirmation.

(C) cause and fire check:

- typical reasons for failure;
- methods of rectification.

(D) feathering decision and procedure:

- reduction of other drag;
- need for speed but not haste;
- use of rudder trim.

(ii) subsequent actions:

(A) live engine:

- temperature, pressures and power;
- remaining services;
- electrical load: assess and reduce as necessary;
- effect on power source for air driven instruments;
- landing gear;

- flaps and other services.
- (B) re-plan flight:
  - ATC and weather;
  - terrain clearance, SE cruise speed;
  - decision to divert or continue.
- (C) fuel management: best use of remaining fuel;
- (D) dangers of re-starting damaged engine;
- (E) action if unable to maintain altitude: effect of altitude on power available;
- (F) effects on performance;
- (G) effects on power available and power required;
- (H) effects on various airframe configuration and propeller settings;
- (I) use of flight or owner's manual:
  - cruising;
  - climbing: ASI colour coding (blue line);
  - descending;
  - turning.
- (J) 'live' engine limitations and handling;
- (K) take-off and approach: control and performance;
- (8) Significant factors:
  - (i) significance of take-off safety speed:
    - (A) effect of landing gear, flap, feathering, take-off, trim setting and systems for operating landing gear and flaps;
    - (B) effect on mass, altitude and temperature (performance).
  - (ii) significance of best SE climb speed (vyse):
    - (A) acceleration to best engine climb speed and establishing a positive climb;
    - (B) relationship of SE climb speed to normal climb speed;
    - (C) action if unable to climb.
  - (iii) significance of asymmetric committal height and speed: action if baulked below asymmetric committal height;
- (9) Engine failure during take-off:
  - (i) below vmca or unstick speed:
    - (A) accelerate or stop distance considerations;
    - (B) prior use of flight manual data if available.
  - (ii) above vmca or unstick speed and below safety speed;
  - (iii) immediate re-landing or use of remaining power to achieve forced landing;
  - (iv) considerations:
    - (A) degree of engine failure;
    - (B) speed at the time;



- (C) mass, altitude, temperature (performance);
- (D) configuration;
- (E) length of runway remaining;
- (F) position of any obstacles ahead;

(10) Engine failure after take-off:

- (i) simulated at a safe height and at or above take-off safety speed;
- (ii) considerations:
  - (A) need to maintain control;
  - (B) use of bank towards operating engine;
  - (C) use of available power achieving best SE climb speed;
  - (D) mass, altitude, temperature (performance);
  - (E) effect of prevailing conditions and circumstances.
- (iii) Immediate actions:
  - (A) maintenance of control, including air speed and use of power;
  - (B) recognition of asymmetric condition;
  - (C) identification and confirmation of failed engine;
  - (D) feathering and removal of drag (procedure for type);
  - (E) establishing best SE climb speed.
- (iv) Subsequent actions: whilst carrying out an asymmetric power climb to the downwind position at SE best rate of climb speed:
  - (A) cause and fire check;
  - (B) live engine, handling considerations;
  - (C) remaining services;
  - (D) ATC liaison;
  - (E) fuel management.

Note: these procedures are applicable to aeroplane type and flight situation.

(11) Asymmetric committal height:

- (i) Asymmetric committal height is the minimum height needed to establish a positive climb whilst maintaining adequate speed for control and removal of drag during an approach to a landing.

Because of the significantly reduced performance of many CS-23 aeroplanes when operating on one engine, consideration is to be given to a minimum height from which it would be safely possible to attempt a go-around procedure, during an approach when the flight path will have to be changed from a descent to a climb with the aeroplane in a high drag configuration.

Due to the height loss which will occur during the time that the operating engine is brought up to full power, landing gear and flap retracted, and the aeroplane established in a climb at *vy* a minimum height (often referred to as 'asymmetric committal height') is to be selected, below which the pilot should not attempt to take the aeroplane round again for another circuit. This height will be compatible with the aeroplane type, all up weight, altitude of the

aerodrome being used, air temperature, wind, the height of obstructions along the climb out path, and pilot competence.

(ii) Circuit approach and landing on asymmetric power:

(A) definition and use of asymmetric committal height;

(B) use of standard pattern and normal procedures;

(C) action if unable to maintain circuit height;

(D) speed and power settings required;

(E) decision to land or go-around at asymmetric committal height: factors to be considered;

(iii) Undershooting: importance of maintaining correct air speed, (not below *vyse*).

(12) Speed and heading control:

(i) height, speed and power relationship: need for minimum possible drag;

(ii) establishing positive climb at best SE rate of climb speed:

(A) effect of availability of systems, power for flap and landing gear;

(B) operation and rapid clean up.

Note 1: The air speed at which the decision is made to commit the aeroplane to a landing or to go-around should normally be the best SE rate of climb speed and in any case not less than the safety speed.

Note 2: On no account should instrument approach 'decision height' and its associated procedures be confused with the selection of minimum height for initiating a go-around in asymmetric power flight.

(13) Engine failure during an all engines approach or missed approach:

(i) use of asymmetric committal height and speed considerations;

(ii) speed and heading control: decision to attempt a landing, go-around or force land as circumstances dictate.

Note: at least one demonstration and practice of engine failure in this situation should be performed during the course.

(14) Instrument flying on asymmetric power:

(i) considerations relating to aircraft performance during:

(A) straight and level flight;

(B) climbing and descending;

(C) standard rate turns;

(D) level, climbing and descending turns including turns onto pre-selected headings.

(ii) vacuum operated instruments: availability;

(iii) electrical power source.

## 5 Additional Information

None.

## Subpart 3 EASA Class Rating Instructor Certificate – CRI for Aeroplanes

### 1 Applicability

The holder of an EASA CRI certificate may exercise the privileges of the certificate to carry out instruction for Class ratings for EASA aeroplanes and non-EASA aeroplanes.

### 2 Privileges

**EASA Class Rating Instructor** – The privileges and conditions of the EASA CRI certificate are defined in FCL.905.CRI as follows:

#### **FCL.905.CRI CRI – Privileges and conditions**

- (a) The privileges of a CRI 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 applicant are to fly in single-pilot operations;
  - (2) a towing or aerobatic rating for the aeroplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with FCL.905.FI(i).
  - (3) extension of LAPL(A) privileges to another class or variant of aeroplane.
- (b) The privileges of a CRI are restricted to the class or type of aeroplane in which the instructor assessment of competence was taken. The privileges of the CRI shall be extended to further classes or types when the CRI has completed, within the last 12 months:
- (1) 15 hours flight time as PIC on aeroplanes of the applicable class or type of aeroplane;
  - (2) one training flight from the right hand seat under the supervision of another CRI or FI qualified for that class or type occupying the other pilot's seat
- (c) Applicants for a CRI for multi-engine aeroplanes holding a CRI certificate for single-engine aeroplanes shall have fulfilled the prerequisites for a CRI established in FCL.915.CRI(a) and the requirements of FCL.930.CRI(a)(3) and FCL.935.

Article 65(5) of the ANO renders the EASA CRI valid for giving instruction for UK class ratings for non-EASA aircraft subject to the conditions of FCL.905.CRI.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA CRI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.CRI	CRI – Privileges and conditions
FCL.915	General prerequisites and requirements for instructors
FCL.915.CRI	CRI – Prerequisites
FCL.920	Instructor competencies and assessment

FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.CRI	CRI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.CRI	CRI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.900 Instructor certificates**

See Subpart 0.

**FCL.905.CRI CRI – Privileges and conditions**

As above.

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

See Subpart 0.

**FCL.915.CRI CRI – Prerequisites**

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

(a) for multi-engine aeroplanes:

- (1) 500 hours flight time as a pilot on aeroplanes;
- (2) 30 hours as PIC on the applicable class or type of aeroplane;

(b) for single-engine aeroplanes:

- (1) 300 hours flight time as a pilot on aeroplanes;
- (2) 30 hours as PIC on the applicable class or type of aeroplane.

**FCL.920 Instructor competencies and assessment**

See Subpart 0.

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

See Subpart 0.

**FCL.930 Training course**

See Subpart 0.

**FCL.930.CRI CRI – Training course**

(a) The training course for the CRI shall include, at least:

- (1) 25 hours of teaching and learning instruction;
- (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;

- (3) 5 hours of flight instruction on multi-engine aeroplanes, or 3 hours of flight instruction on single-engine aeroplanes, given by an FI(A) qualified in accordance with FCL.905.FI (i).
- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).

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

See Subpart O.

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

See Subpart O.

#### **FCL.940.CRI CRI – Revalidation and renewal**

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

#### **FCL.945 Obligations for instructors**

Upon completion of the training flight for the revalidation of an 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 applicant'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 applicant's licence.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## 5 Additional Information

### **FCL.945 Obligations for instructors**

Holders of UK CAA issued Part-FCL licences with the privilege of FCL.945 endorsed on their instructor certificates are authorised by the CAA to endorse the revalidation of an SEP or TMG class rating in accordance with FCL.740.A (b)(1) for holders of UK CAA issued Part-FCL licences only, upon completion of the training flight. This is subject to the applicant having fulfilled all the other revalidation criteria required by FCL.740.A (b)(1).

## Subpart 4    **EASA Instrument Rating Instructor Certificate – IRI**

### 1    **Applicability**

The holder of an EASA IRI certificate may exercise the privileges of the certificate to carry out instruction for Instrument ratings for Part-FCL licences, and Instrument ratings or the IMC rating for UK national licences.

### 2    **Privileges**

**EASA Instrument Rating Instructor** – The privileges and conditions of the EASA IRI certificate are defined in FCL.905.IRI as follows:

#### **FCL.905.IRI    IRI – Privileges and conditions**

- (a) The privileges of an IRI are to instruct for the issue, revalidation and renewal of an EIR or an IR on the appropriate aircraft category.
- (b) Specific requirements for the MPL course. To instruct for the basic phase of training on an MPL course, the IRI(A) shall:
  - (1) hold an IR for multi-engine aeroplanes; and
  - (2) have completed at least 1 500 hours of flight time in multi-crew operations.
  - (3) In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph FCL.905.FI(j)(3).

Article 65(5) of the ANO renders the EASA IRI valid for giving instruction for UK Instrument ratings for non-EASA aircraft subject to the conditions of FCL.905.IRI.

### 3    **Requirements**

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA IRI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.IRI	IRI – Privileges and conditions
FCL.915	General prerequisites and requirements for instructors
FCL.915.IRI	IRI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.IRI	IRI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.IRI	IRI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.900 Instructor certificates**

See Subpart 0.

**FCL.905.IRI IRI – Privileges and conditions**

As above.

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

See Subpart 0.

**FCL.915.IRI IRI – Prerequisites**

An applicant for an IRI certificate shall:

(a) for an IRI(A):

- (1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and
- (2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraph FCL.915.CRI(a), FCL.930.CRI and FCL.935;

(b) for an IRI(H):

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

(c) for an IRI(As), have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.

**FCL.920 Instructor competencies and assessment**

See Subpart 0.

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

See Subpart 0.

**FCL.930 Training course**

See Subpart 0.

**FCL.930.IRI IRI – Training course**

(a) The training course for the IRI shall include, at least:

- (1) 25 hours of teaching and learning instruction;
- (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills;



- (3) (i) for the IRI(A), at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FNPT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5;
- (ii) for the IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III;
- (iii) for the IRI(As), at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FNPT II.

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

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

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

See Subpart O.

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

See Subpart O.

#### **FCL.940.IRI IRI – Revalidation and renewal**

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

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Subpart 5 EASA Synthetic Flight Instructor Certificate – SFI

### 1 Applicability

The holder of an EASA SFI certificate may exercise the privileges of the certificate to carry out synthetic flight instruction for Part-FCL and UK national licences, ratings and certificates that are within the privileges of the licence and the valid ratings included in the licence or instructor certificate.

### 2 Privileges

**EASA Synthetic Flight Instructor** – The privileges and conditions of the EASA SFI certificate are defined in FCL.905.SFI as follows:

#### **FCL.905.SFI SFI – Privileges and conditions**

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

(a) the issue, revalidation and renewal of an IR, provided that he/she holds or has held an IR in the relevant aircraft category and has completed an IRI training course; and

(b) in the case of SFI for single-pilot aeroplanes:

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

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

(i) holds an MCCI certificate; or

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

(2) provided that the privileges of the SFI(SPA) have been extended to multi-pilot operations in accordance with (1):

(i) MCC;

(ii) the MPL course on the basic phase;

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

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

(i) multi-pilot aeroplanes;

(ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;

(2) MCC;

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

(d) in the case of SFI for helicopters:

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

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

\* See additional information at paragraph 5.1 and 5.2.

Article 65(5) of the ANO renders the EASA SFI valid for giving instruction for UK licences, ratings and certificates for non-EASA aircraft subject to the conditions of FCL.905.SFI.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA SFI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.SFI	SFI – Privileges and conditions
FCL.910.SFI	SFI – Restricted Privileges
FCL.915	General prerequisites and requirements for instructors
FCL.915.SFI	SFI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.SFI	SFI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.SFI	SFI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.900 Instructor certificates**

See Subpart 0, FCL.900 excluding 900(a)(1).

#### **FCL.905.SFI SFI – Privileges and conditions**

As above.

#### **FCL.910.SFI SFI – Restricted Privileges**

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

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

- (a) satisfactorily completed the simulator content of the relevant type rating course; and
- (b) 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 qualified for this purpose.

\* See additional information, Paragraph 5.3.

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

See Subpart 0, FCL.915 excluding 915(b).

**FCL.915.SFI SFI – Prerequisites**

An applicant for an SFI certificate shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and
- (c) additionally, for an SFI(A) for multi-pilot aeroplanes or SFI(PL), have:
  - (1) at least 1 500 hours flight time as a pilot on multi-pilot aeroplanes or powered-lift, as applicable;
  - (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least:
    - (i) 3 route sectors on the flight deck of the applicable aircraft type; or
    - (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and debriefing;
- (d) additionally, for an SFI(A) for single-pilot high performance complex aeroplanes:
  - (1) have completed at least 500 hours of flight time as PIC on single-pilot aeroplanes;
  - (2) hold or have held a multi-engine IR(A) rating; and
  - (3) have met the requirements in (c)(2);
- (e) additionally, for an SFI(H), have:
  - (1) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and
  - (2) in the case of multi-pilot helicopters, at least 1 000 hours flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;
  - (3) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
  - (4) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.

**FCL.920 Instructor competencies and assessment**

See Subpart 0.

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

See Subpart 0.

**FCL.930 Training course**

See Subpart 0.

**FCL.930.SFI SFI – Training course**

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

**FCL.935 Assessment of competence**

See Subpart O.

**FCL.940 Validity of instructor certificates**

See Subpart O.

**FCL.940.SFI SFI – Revalidation and renewal**

- (a) *Revalidation.* For revalidation of an SFI certificate the applicant shall, within the validity period of the SFI certificate, fulfil 2 of the following 3 requirements:
  - (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate;
  - (2) receive instructor refresher training as an SFI at an ATO;
  - (3) pass the relevant sections of the assessment of competence in accordance with FCL.935.
- (b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.
- (c) For at least each alternate revalidation of an SFI certificate, the holder shall have to comply with the requirement of (a)(3).
- (d) *Renewal.* If the SFI certificate has lapsed, the applicant shall, within the 12 months preceding the application:
  - (1) complete the simulator content of the SFI training course;
  - (2) fulfil the requirements specified in (a)(2) and (3).

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information****5.1 UK Part-FCL 905.SFI and training of SFIs**

1. In JAR-FCL the qualifications required to be able to teach the various kinds of instructor were not as specifically defined as Part-FCL and have historically allowed SFIs to act as tutors on SFI courses - and so to teach other SFIs. Part-FCL says that the privilege to teach SFIs is granted only to Type Rating Instructors (TRIs) with 3 years of experience as TRIs.

2. The UK CAA has adopted a derogation to permit SFIs and TRIs with less than 3 years experience to instruct for the SFI certificate, subject to:
  - 2.1 Any person acting as a tutor for an SFI course, shall:
    - (a) hold a TRI or SFI certificate for the applicable type of aircraft and provide evidence to the Competent Authority that they have acted as tutor on an SFI course within the 3 years prior to the implementation of the Annexes to Regulation 1178/2011 by the country of the Competent Authority; or
    - (b)
      - (i) hold a TRI or SFI certificate for the applicable type of aircraft; and
      - (ii) have completed a 2-day SFI tutor course as defined in Schedule 1, that is presented by an SFI or TRI tutor; and
      - (iii) after completing the 2-day tutor course, pass an assessment of competence during the first SFI course for which they act as tutor.
  - 2.2 The assessment of competence specified in (b)(iii) shall be conducted by either: a Competent Authority Inspector/examiner; or an SFE or TRE with Tutor privileges; or a senior examiner who has tutor privileges.

The Schedule 1 referred to above is given at Appendix 1 to Section 4, Part J, Subpart 5 –

## **5.2 Part-FCL 905.SFI – SFIs providing instruction for the renewal or revalidation of the instrument flying privileges that are associated with type ratings.**

1. Under JAR-FCL, the UK CAA allowed Synthetic Flight Instructors (SFIs) to give instruction for the renewal or revalidation of the instrument flying privileges that are associated with type ratings; i.e. the renewal or revalidation of a Type Rating combined with the type-specific Instrument Rating (IR). SFIs were not permitted to provide training for the general non-type-specific Instrument Ratings or for the initial grant of the type-specific IR privileges.

The UK CAA has issued an exemption to permit SFI's to instruct for the renewal or revalidation of a combined Type Rating and Instrument Rating without having completed an Instrument rating Instructor course, subject to:

- (i) that person having passed a proficiency check for the aircraft Type including the Instrument Rating within the last 12 months; and
- (ii) that the person shall not give instruction for the initial issue of any instrument rating, or for the renewal or revalidation of an instrument rating that is not associated with a Type rating that is to be renewed or revalidated.

## **5.3 Part-FCL 910.SFI - SFIs to extend to other FSTDs representing further types of the same category of aircraft**

1. In the development of Part-FCL from JAR-FCL, new distinctions have been made between aeroplanes that are classified as high performance and those of lower performance; and also between complex and non-complex aeroplanes. This has led to some changes to the privileges of instructors and examiners compared with JAR-FCL.

2. Part FCL.910.SFI(b) specifies that for the SFI's privileges to be extended to simulators representing additional aircraft types, the type rating training delivered by the SFI must be to the satisfaction of a Type Rating Examiner (TRE). However, for the initial issue of

the SFI certificate, including the first aircraft type, the SFI may be tested by an SFE. There is no provision in the rule for a test to add an additional type to be performed by an SFE who is qualified on the type.

3. The UK CAA has issued an exemption to permit SFI's to extend to other FSTDs representing further types of the same category of aircraft, subject to:

- (a) satisfactorily completed the simulator content of the relevant type rating course; and
- (b) 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 SFE qualified for this purpose.



## **Appendix 1 to Section 4, Part J, Subpart 5 –**

### **UK Part-FCL 905.SFI and training of SFIs – SFI Tutor Course Guidance**

#### **Annex I to Regulation (EU) 1178/2011 – Part-FCL – Part-FCL 905.SFI and the training of SFIs**

### **SFI Tutor Course (Two Days)**

#### **COURSE AIMS**

These are to:

1. Teach the Tutor Skills
2. Promote Standardisation
3. Revise Instructor Skills
4. Link the Part 1, 2 & 3 Courses ('Core' skills to Type Specific)

#### **OBJECTIVES**

TUTOR SKILLS – To create Instructors we take experienced pilots and give them an Instructor Course. Until now there was no course for Tutors teaching on the Instructor Course. This is the missing Course to teach Tutor Skills.

By the end of the Course participants should be able to list and explain the 7 Tutor Skills in detail. In particular they should:

1. Be able to describe the ideal lesson framework for flight instruction – using the instructional model.
2. Know the 8 Principal Characteristics of good flight instruction, and be able to compile a comprehensive list of the instructor subsidiary skills – The Instructor Skills Set – for delivery on a SFI/TRI Course.
3. Be able to give an overview of course design aspects, with regard to course content, progression and changing emphasis, depending on the purpose of the course. (i.e. Parts 1, 2 & 3, of an Initial TRI/SFI Course, Simulator to Aircraft upgrade Course, ZFTT, and Change of Type etc).
4. Have individually practised the delivery of a 'model' briefing, and demonstrated a reasonable level of competency in this skill.
5. Be suitably knowledgeable and motivated to promote standardized Instructor and pilot training methods among TRIs and SFIs and at the ATO's in general.
6. Understand the relationship between Part 1 (Core) and Parts 2 & 3 (Type Specific) of a TRI Course, to ensure a common approach prevails.

#### **STANDARDISATION**

The Course aims to promote standardisation amongst:

- Course Providers (Approved Training Organisations + Tutors).
- Synthetic Flight Instructors (SFI's) and Type Rating Instructors (TRI's) at the ATO's.

## INSTRUCTOR SKILLS

In order to achieve the first two aims, revision (review) of the fundamental Instructor Skills is necessary. To do this, some modules will drop down a level and step briefly inside a SFI/TRI Course.

### **SFI/TRI PART 1 linked to the SFI/TRI PART 2 & 3 (TYPE SPECIFIC) COURSE**

Much of the material in this Course is common to both Part 1 and Part 2 & 3 Courses. Previously, there was frequently little or no relationship between the two, when clearly there should be. The Tutor Course is intended for Tutors of Part 1, 2 & 3 TRI/SFI Courses to pursue the ideal that what is taught at the fundamental level is aligned with what is practised later on.

#### **SFI Tutor Course**

The course is to be presented by a Senior Examiner/Trainer to New Tutors.

### **DAY ONE**

#### **Introduction Phase:**

1. Health & Safety, Fire Exits, Fire Alarm tests etc; Domestics (lunch etc),
2. A review of Participants Background (emphasis on previous Instructor experience).  
Give own credentials for running the Tutor Course.
3. The Terminology to be used.
4. The Scope (explain the 3 different levels of Instruction being considered).
5. The 4 Aims of the Course.
6. Overview of the Content/Timetable.

#### **Development Phase:**

- Introduce the theme of the importance of well trained Instructors
  1. Training film.
  2. Make the comparison between Military & Civil Instructor Training.
  3. ERGO: The need for a very well structured Civil Instructor Course.
- Establish the 7 Tutor Skills (elicit from the group).
- Revise Instructor Skills (interactive module – also checks participants knowledge)
  1. Give a 'typical' brief from a SFI/TRI course (scripted to bring out various aspects).
  2. Group critique to establish Good and Bad points.
  3. Analysis of Flight Instruction – Part 1 (to produce 5 of the 8 Instructor Characteristics).
  4. Give an example of a 'model' pre-flight brief, incorporating appropriate skills derived from the analysis.
  5. Group exercise – ask Participants to produce TP's for an initial 'teach' of an exercise in their A/C Type (e.g. SE ILS).
  6. Analysis of Instruction - Part 2 (the 3 remaining Instructor Characteristics).
- Define the 8 Characteristics of Good Instruction (mention the Subsidiary Skills that complement these).
- Build the Instructional Model – the framework for any lesson (derived from instruction at basic (PPL) level but modified for pilot training at advanced levels).
- Explain The SFI/TRI test format, and the expectations a SFIE/TRIE should have of a new Instructor. Also:
  - Selection of Test Exercises – Initial training exercises, (not recurrent).

- Include Asymmetric, but start with a simple exercise.
- First Officer role preferred to Direct Entry Captain.
- Look at a single TRTO exercise sequentially, or vignettes from across the whole syllabus.
- The TRI Part 2 & 3 Course (Type Specific) – discuss:
  1. Course Content – explain which exercises can be observed. Discuss the additional items that should be included on as course.
  2. Course Progression & the Changing Emphasis – the use of Building blocks, different options for added training value etc; the Inclusion of ITP's and the methods of introducing these.
  3. Documentation – Course Manuals & Tutor Notes, Doc 43 and Part FCL rules/AMC's.
- Methods used for Tutor Demonstrations (the Give and Give Backs)
  1. To show how to instruct from the IOS.
  2. Instruction from a Pilot seat (Flying Demo).
- The SFI/TRI Part 1 Course (cover this in a similar way to Part 2 & 3).
- Scene Setting – when it should be done + what to include.
- Explain Role Play.
  1. Part 1 – simplistic.
  2. Part 2 & 3 – First Officer versus Direct Entry Captain.
  3. Different Characters – Single Pilot CRM in MP aircraft/Argumentative type etc.
  4. SFI/TRI Assessment of Competence – no character.
- Discuss the differences between Initial, Remedial, and Recurrent Training.

**Summary:**

- Review of Skills identified so far (The Instructor's Skills Set).
- Preparation for Day 2 (Homework).
  1. Pre flight Briefing Practice – give topics.
  2. Design a SFI/TRI and/or Core Course – supply Part FCL material.

**DAY TWO****Introduction:**

- Any questions/observations from Day One?

**Development:**

- Participants deliver 15 minute briefs, (to include a Lesson Plan).
- Critiques by the group.
- SFI/TRI Course Design – elicit group opinions on various options for content, progression and changing emphasis – from the homework.

**Summary:**

- Review the aims of the course ( x 4).
  1. Review Tutor Skills ( x 7).
  2. Promote Standardisation.

3. Review The instructor Skills Set (x 8 + Subsidiary Skills).
  4. Re-affirm the Link between Part 1, 2 & 3 of the TRI/SFI Course.
- Wash-up and Course Critique.

## Subpart 6 EASA Multi-Crew Co-operation Instructor – MCCI

### 1 Applicability

The holder of an EASA MCCI certificate may exercise the privileges of the certificate to carry out Multi-Crew Co-operation instruction, within the relevant aircraft category that come within the privileges of the licence and the valid ratings included in the licence or instructor certificate.

### 2 Privileges

**EASA Multi-Crew Co-operation Instructor** – The privileges and conditions of the EASA MCCI certificate are defined in FCL.905.MCCI as follows:

#### **FCL.905.MCCI MCCI – Privileges and conditions**

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

Article 65(5) of the ANO renders the EASA MCCI valid for giving instruction for UK MCCI for non-EASA aircraft subject to the conditions of FCL.905.MCCI.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA MCCI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.MCCI	MCCI – Privileges and conditions
FCL.910.MCCI	MCCI – Restricted Privileges
FCL.915	General prerequisites and requirements for instructors
FCL.915.MCCI	MCCI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.MCCI	MCCI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.MCCI	MCCI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.900 Instructor certificates**

See Subpart 0.

**FCL.905.MCCI MCCI – Privileges and conditions**

As above.

**FCL.910.MCCI MCCI – Restricted Privileges**

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

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

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

See Subpart 0.

**FCL.915.MCCI MCCI – Prerequisites**

An applicant for an MCCI certificate shall:

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

(b) have at least:

- (1) in the case of aeroplanes, airships and powered-lift aircraft, 1 500 hours of flying experience as a pilot in multi-pilot operations;
- (2) in the case of helicopters, 1 000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.

**FCL.920 Instructor competencies and assessment**

See Subpart 0.

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

See Subpart 0.

**FCL.930 Training course**

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

**FCL.930.MCCI MCCI – Training course**

(a) The training course for the MCCI shall include, at least:

- (1) 25 hours of teaching and learning instruction;
- (2) technical training related to the type of FSTD where the applicant wishes to instruct;

- (3) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT II/III MCC, FTD 2/3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920.
- (b) Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of (a)(1).

**FCL.935 Assessment of competence**

Not Applicable to MCCI.

**FCL.940 Validity of instructor certificates**

See Subpart O.

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

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

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

None.

INTENTIONALLY LEFT BLANK



## Subpart 7 EASA Synthetic Training Instructor – STI

### 1 Applicability

The holder of an EASA STI certificate may exercise the privileges of the certificate to carry out synthetic flight instruction, within the appropriate aircraft category that come within the privileges of the licence and the valid ratings included in the licence or instructor certificate.

### 2 Privileges

**EASA Synthetic Training Instructor** – The privileges and conditions of the EASA STI certificate are defined in FCL.905.STI as follows:

#### **FCL.905.STI STI – Privileges and conditions**

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

Article 65(5) of the ANO renders the EASA STI valid for giving instruction for UK licences for non-EASA aircraft subject to the conditions of FCL.905.STI.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA STI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.STI	STI – Privileges and conditions
FCL.910.STI	STI – Restricted Privileges
FCL.915	General prerequisites and requirements for instructors
FCL.915.STI	STI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.925	Additional requirements for instructors for the MPL
FCL.930	Training course
FCL.930.STI	STI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.STI	STI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.900 Instructor certificates**

See Subpart 0.

**FCL.905.STI STI – Privileges and conditions**

As above.

**FCL.910.STI STI – Restricted Privileges**

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

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

- (a) completed the FFS content of the TRI course on the applicable type;
- (b) passed the proficiency check for the specific aircraft type rating on an FFS of the applicable type, within the 12 months preceding the application;
- (c) conducted, on a type rating course, at least one FSTD session related to the duties of an STI with a minimum duration of 3 hours on the applicable type of aircraft, under the supervision of a flight instructor examiner (FIE).

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

See Subpart 0, FCL.915 excluding 915(b).

**FCL.915.STI STI – Prerequisites**

An applicant for an STI certificate shall:

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

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

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

**FCL.920 Instructor competencies and assessment**

See Subpart 0.

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

See Subpart 0.

**FCL.930 Training course**

See Subpart O.

**FCL.930.STI STI – Training course**

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

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

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

**FCL.935 Assessment of competence**

Not applicable to STI.

**FCL.940 Validity of instructor certificates**

See Subpart O.

**FCL.940.STI STI – Revalidation and renewal**

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

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

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

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

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

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

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

#### **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

#### **5 Additional Information**

None.

## Subpart 8 EASA Mountain Rating Instructor – MI Aeroplanes

### 1 Applicability

The holder of an EASA MI certificate may exercise the privileges of the certificate to carry out flight instruction for the issue of a mountain rating within the aeroplane category that come within the privileges of the licence and the valid ratings included in the licence or instructor certificate.

### 2 Privileges

**EASA Mountain Rating Instructor** – The privileges and conditions of the EASA MI certificate are defined in FCL.905.MI as follows:

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

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

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA MI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.MI	MI – Privileges and conditions
FCL.915	General prerequisites and requirements for instructors
FCL.915.MI	MI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.930	Training course
FCL.930.MI	MI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.MI	MI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart 0, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.900 Instructor certificates**

See Subpart 0, FCL.900 excluding (a)(2) and (b).

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

As above.

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

See Subpart O.

**FCL.915.MI MI – Prerequisites**

An applicant for an MI certificate shall:

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

**FCL.920 Instructor competencies and assessment**

See Subpart O.

**FCL.930 Training course**

See Subpart O.

**FCL.930.MI MI – Training course**

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

**FCL.935 Assessment of competence**

Not applicable to the MI Certificate.

**FCL.940 Validity of instructor certificates**

MI Certificate is a non-expiring certificate.

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

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

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

**5 Additional Information**

None.

## Subpart 9 EASA Flight Test Instructor – FTI

### 1 Applicability

The holder of an EASA FTI certificate may exercise the privileges of the certificate to carry out flight instruction, within the appropriate aircraft category that come within the privileges of the licence and the valid ratings included in the licence or instructor certificate.

### 2 Privileges

**EASA Flight Test Instructor** – The privileges and conditions of the EASA FTI certificate are defined in FCL.905.FTI as follows:

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

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

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA FTI certificate shall comply with the following Part-FCL requirements:

FCL.900	Instructor certificates
FCL.905.FTI	FTI – Privileges and conditions
FCL.915	General prerequisites and requirements for instructors
FCL.915.FTI	FTI – Prerequisites
FCL.920	Instructor competencies and assessment
FCL.930	Training course
FCL.930.FTI	FTI – Training course
FCL.935	Assessment of competence
FCL.940	Validity of instructor certificates
FCL.940.FTI	FTI – Revalidation and renewal

For convenience the text of these requirements is reproduced below and in Subpart O, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.900 Instructor certificates**

See Subpart O.

**FCL.905.FTI FTI – Privileges and conditions**

As above.

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

See Subpart O.

**FCL.915.FTI FTI – Prerequisites**

An applicant for an FTI certificate shall:

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

**FCL.920 Instructor competencies and assessment**

See Subpart O.

**FCL.930 Training course**

See Subpart O.

**FCL.930.FTI FTI – Training course**

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

**FCL.935 Assessment of competence**

Not applicable to the FTI certificate.

**FCL.940 Validity of instructor certificates**

See Subpart O.



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

(a) *Revalidation*. For revalidation of an FTI certificate, the applicant shall, within the validity period of the FTI certificate, fulfil 1 of the following requirements:

(1) complete at least:

- (i) 50 hours of flight tests, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate; and
- (ii) 5 hours of flight test flight instruction within the 12 months preceding the expiry date of the FTI certificate;

Or

(2) receive refresher training as an FTI at an ATO. The refresher training shall be based on the practical flight instruction element of the FTI training course, in accordance with FCL.930.FTI (a)(3), and include at least 1 instruction flight under the supervision of an FTI qualified in accordance with FCL.905.FTI (b).

(b) *Renewal*. If the FTI certificate has lapsed, the applicant shall receive refresher training as an FTI at an ATO. The refresher training shall comply at least with the requirements of FCL.930.FTI (a)(3).

#### **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

#### **5 Additional Information**

Similar to the Flight Test Rating, the Flight Test Instructor Certificate only applies to training pilots for development and initial certification of aircraft in excess of 2000kg maximum Take Off Mass.

Conversion terms for existing UK Test Pilot Instructors to obtain the Part-FCL FTI Certificate are given in Part I, Section 4, Part P.

INTENTIONALLY LEFT BLANK

## Part K Examiners

### Subpart 0 EASA Examiner Certificates

#### 1 Applicability

This section sets out the requirements for Examiner Certificates included in EASA licences and is applicable to all EASA licence holders adding an Examiner Certificate to a licence. Examiner Certificates are valid for the same privileges for UK licences and ratings issued under the Air Navigation Order.

#### 2 Privileges

**EASA Examiner Certificates** – The privileges of the EASA Examiner Certificate are to carry out Skill tests and proficiency checks for EASA licences and ratings as defined in the specific Examiner Certificate privileges in the subsequent subparts of this section.

#### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA Examiner Certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner Certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1010	Prerequisites for examiners
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of Examiner Certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.1000 Examiner Certificates**

(a) *General.* Holders of an Examiner Certificate shall:

- (1) hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;
- (2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.

**(b) Special conditions**

- (1) In the case of introduction of new aircraft in the Member States or in an operator's fleet, when compliance with the requirements in this Subpart is not possible, the competent authority may issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
- (2) Holders of a certificate issued in accordance with (b) (1) who wish to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner.

**(c) Examination outside the territory of the Member States**

- (1) Notwithstanding paragraph (a), in the case of skill tests and proficiency checks provided in an ATO located outside the territory of the Member States, the competent authority of the Member State may issue an Examiner Certificate to an applicant holding a pilot licence issued by a third country in accordance with ICAO Annex 1, provided that the applicant:
  - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL .
  - (ii) complies with the requirements established in this Subpart for the issue of the relevant Examiner Certificate; and
  - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise examiner privileges in accordance with this Part.
- (2) The certificate referred to in paragraph (1) shall be limited to providing skill tests and proficiency tests/checks:
  - (i) outside the territory of the Member States; and
  - (ii) to pilots who have sufficient knowledge of the language in which the test/check is given.

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

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate:
  - (1) to whom they have provided 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
  - (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.

**NOTE:** For clarification on FCL.1005 refer to 5 Additional Information

**FCL.1010 Prerequisites for examiners**

Applicants for an Examiner Certificate shall demonstrate:

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

**FCL.1015 Examiner standardisation**

- (a) Applicants for an Examiner Certificate shall undertake a standardisation course provided by the competent authority or by an ATO and approved by the competent authority.
- (b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:
  - (1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
  - (2) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
  - (3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.
  - (4) briefing on the need to review and apply the items in (3) when conducting skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate; and
  - (5) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed;
- (c) Holders of an Examiner Certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the Examiner's Certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicant's competent authority.

**FCL.1020 Examiners assessment of competence**

Applicants for an Examiner Certificate shall demonstrate their competence to an inspector from the competent authority or a senior examiner specifically authorised to do so by the competent authority responsible for the Examiner's Certificate through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

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

- (a) *Validity.* An Examiner Certificate shall be valid for 3 years.
- (b) *Revalidation.* An Examiner Certificate shall be revalidated when the holder has, during the validity period of the certificate:

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

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

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

- (i) a declaration that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in this Part;
  - (ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;
  - (iii) the result of the test, check or assessment of competence.
  - (iv) a declaration that the examiner has reviewed and applied the national procedures and requirements of the applicant's competent authority if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate.
  - (v) a copy of the examiner certificate containing the scope of his/her privileges as examiner in the case of skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate.
- (c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.
- (d) Upon request by the competent authority responsible for the Examiner Certificate, or the competent authority responsible for the applicant's licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.

#### **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

#### **5 Additional Information**

##### **FCL.1000: (a)(1) – TRE(A) and SFE(A) Licence Status**

An examiner who holds only a UK national licence, but not a JAR/EASA compliant licence, cannot continue to exercise examiner privileges on candidates who hold a UK-issued EASA licence or a UK-issued JAR licence after 8<sup>th</sup> April 2014.

The UK CAA is not permitted to issue an EASA examiner certificate to an existing National or JAR licence. Examiners applying for initial issue (including addition/change of type), revalidation or renewal of their examiner certificate will therefore also need to apply for an EASA licence, using Form SRG1104. Both applications must be accompanied by the appropriate fees.

The Certificate of Revalidation for existing examiner privileges must not be signed by any Senior Examiner or CAA Inspector.

**FCL.1005**

Under Part-FCL the expression 'skills test' or 'assessment of competence' is used. A 'skill test' is required for the issue of a licence, rating or certificate. A skill test is also required if the IR has not been renewed or revalidated after 7 years. The 'assessment of competence' is used for initial, renewal and revalidation of instructor and examiner certificates. The 'proficiency check' is required for revalidation or renewal of ratings and IRs.

FCL.1005 (a) states that for skill tests and assessment of competence for the issue of the licence, rating or certificate, the examiner must not have provided more than 25% of the required flight instruction. Therefore this paragraph applies for the issue of ratings, IRs or for the instructor and examiner certificates but not for revalidation or renewal.

FCL.1005 (b) introduces the 'proficiency check' and obliges the examiner not to conduct any test, check or assessment of competence if their objectivity may be affected.

Therefore:

- (a) Examiners may not provide more than 25% of the required flight instruction on any applicant who requires a skill test or assessment of competence for the issue of a licence, rating or certificate;
- (b) Examiners who may have their objectivity affected may also not conduct any skill test, proficiency check or assessment of competence for issue, renewal or revalidation;
- (c) An examiner may provide instruction on any applicant who requires a proficiency check for the revalidation or renewal of a rating or IR;
- (d) An examiner conducting an LPC/OPC or IR revalidations or renewals may provide refresher or remedial training to the applicant prior, during or post a proficiency check.

**FCL.1015(c)(2) Non UK Examiners****(a) Examiner information**

Before conducting a test, proficiency check or assessment of competence for a pilot licensed by the UK, an examiner licenced by another EASA State must review the EASA generic and UK specific examiner material. This may be accessed via the EASA website at <http://easa.europa.eu/easa-and-you/aviation-domain/commercial-aviation?page=aircrew> - when notifying completion of the test, proficiency check or assessment of competence the examiner must certify that he has reviewed, understood and applied the examiner material.

**(b) Before each skill test, proficiency check or assessment of competence**

- (i) Non-UK examiners authorised by other EASA States must inform the UK CAA on each occasion of their intention to conduct a skill test, proficiency check or assessment of competence for the holder of a UK-issued Part-FCL or JAR-FCL licence.
- (ii) Non-UK examiners conducting skill tests under the management system of a UK ATO may apply the ATO's approved process for 'designating' an examiner. In all cases the CAA must be informed by the non-UK examiner of his intent to conduct a skill test and of any occasion when he intends to conduct a proficiency check or assessment of competence.
- (iii) For proficiency checks, assessments of competence and skill tests, the examiner shall inform the UK CAA by sending an email to: [testnotification@caa.co.uk](mailto:testnotification@caa.co.uk). The subject/title text in the email MUST begin with ST, PC or AC followed by the examiners name and licence number (example ST



Biggles XXX.FCL.123456A.A). The pre-fix ST is to be used for requesting a Skill Test, PC for a Proficiency Check and AC for an Assessment of Competence.

The email must contain the following information:

**Details of pilot who is to be tested**

First Name: Other Initials: Surname:

UK-issued Licence No:

Date of Birth:

**Examiner Details**

First Name: Other Initials: Surname:

Licence No:

State of Licence Issue:

Date of Birth:

Examiner Privileges: (List the examiner privileges of the examiner certificate as issued by their State of Licence Issue. Enclose a scanned copy of the examiner certificate)

Date of completion of UK CAA examiner briefing:

**Test Details**

Type of Test being conducted: ST/PC/AC

Class or Type of Aircraft:

Simulator No or Aircraft Registration:

Date of Test:

Venue for Test:

Time of Test:

- (iv) Non-UK examiners may conduct a proficiency check or an assessment of competence once they have received the examiner briefing and received automated acknowledgement of their email.
- (v) In all other circumstances (unless designated by an ATO) a non-UK examiner shall not conduct a skill test until they have received an email from the UK CAA confirming that they have been 'designated' as the examiner for the test.

**(c) Additional information**

- (i) The UK CAA will sample skill tests, proficiency checks or assessments of competence according to a published national oversight programme. (ARA. FCL.205(a)).
- (ii) The UK CAA publishes a list of all examiners certified by the UK CAA.
- (iii) This process is not to be used for licence validations.
- (iv) An examiner may only endorse the certificate of revalidation in a pilot's licence to revalidate a rating, or to renew a rating which has expired if it is still included in the licence. If the rating has been removed from Section XII on page 4 of the licence, the application must be submitted to Personnel Licensing at the CAA for the rating to be entered into the licence and the certificate of revalidation and a fee will apply.

**FCL.1010 and FCL.1025: Senior Examiners for Multi-Pilot Aeroplanes and Single Pilot High Performance Complex Aeroplanes**

Aircrew Regulation Part-FCL.1000(a) states that all examiner categories are required to...

*"hold 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"...*

A Senior Examiner may only conduct assessments of competence on types for which they hold an examiner certificate in the appropriate category. Therefore the previous practice under JAR-FCL of permitting a Senior Examiner within a TRTO to conduct assessments of competence on all types within the TRTO will cease when the Senior Examiner authorisation is amended, revalidated or renewed. When an amendment, revalidation or renewal occurs, Part-FCL requirements apply and the privileges will be adjusted to reflect EASA requirements.

Under JAR-FCL a Senior Examiner within a TRTO was allowed to examine TREs/SFEs on ALL types within that TRTO. Under Part-FCL the privileges are restricted to only those types on which the SE holds a valid examiner certificate. When the SE certificate is amended, revalidated or renewed the current ALL AEROPLANES privileges will be withdrawn and will be re-issued with an EASA certificate for those types on which they hold an examiner certificate in accordance with Part-FCL.

The recency requirement for a Senior Examiner to conduct a minimum of 2 assessments of competence per year must be maintained. Each SE must demonstrate to UK CAA that arrangements are in place to ensure the minimum recency requirement can be achieved. The SE may act on behalf of more than one organisation. Any such arrangement must be confirmed in writing to Flight Crew Standards. The TRTO/ATO or AOC Operations Manuals need to reflect this arrangement.

An SE may revalidate or renew an SFE/TRE outside the above agreements, providing they are within the scope of their privileges, and subject to prior written agreement of Flight Crew Standards.

All SFE/TREs will require an observation by a CAA Inspector at least every third revalidation as per current policy. Flight Crew Standards reserve the right to observe more frequently.

**FCL.1030(b)(2) – Type and Class Rating Renewal Arrangements**

Where the type rating has been removed from Section XII on page 4 of the licence, the application must be submitted to Personnel Licensing at the CAA for the certificate of revalidation entry by the UK CAA, and a fee will apply.

Where the type rating is included in Section XII on page 4 of the pilot's licence, the examiner may sign the certificate of revalidation included in the licence.

Following a renewal the examiner is responsible for ensuring that all relevant documentation (ATO certificate or other documental evidence confirming successful completion of training, and application form) is submitted to the UK CAA without delay.

## Subpart 1 EASA Flight Examiners – FE

### 1 Applicability

The holder of an EASA FE certificate may exercise the privileges of the certificate to conduct flight examinations or proficiency checks for Part-FCL and UK national licences, Ratings, Authorisations and Certificates come within the privileges of the licence and the valid ratings included in the licence for the purpose of issue, revalidation or renewal of a licence or rating.

### 2 Privileges

**EASA Flight Examiner** – The privileges and conditions of the EASA FE certificate are defined in FCL.1005.FE as follows:

#### **FCL.1005.FE FE – Privileges and conditions**

(a) FE(A). The privileges of an FE for aeroplanes are to conduct:

- (1) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 1 000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
- (2) skill tests for the issue of the CPL(A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 2 000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
- (3) skill tests and proficiency checks for the LAPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 100 hours of flight instruction;
- (4) skill tests for the issue of a mountain rating, provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating;
- (5) proficiency checks for the revalidation and renewal of EIRs, provided that the FE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

(b) FE(H). The privileges of an FE for helicopters are to conduct:

- (1) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a PPL(H), provided that the examiner has completed 1 000 hours of flight time as a pilot on helicopters, including at least 250 hours of flight instruction;
- (2) skill tests for the issue of the CPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2 000 hours of flight time as pilot on helicopters, including at least 250 hours of flight instruction;

- (3) skill tests and proficiency checks for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a CPL(H) or ATPL(H) and, when applicable, an IR(H);
  - (4) skill tests and proficiency checks for the LAPL(H), provided that the examiner has completed at least 500 hours of flight time as a pilot on helicopters, including at least 150 hours of flight instruction.
- (c) FE(As). The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot on airships, including 100 hours of flight instruction.
- (d) FE(S). The privileges of an FE for sailplanes are to conduct:
- (1) skill tests and proficiency checks for the SPL and the LAPL(S), provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;
  - (2) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 90 hours of flight instruction;
  - (3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG;
  - (4) skill tests and proficiency checks for the cloud flying rating, provided that the examiner has completed at least 200 hours of flight time as pilot on sailplanes or powered sailplanes, including at least 5 hours or 25 flights of flight instruction for the cloud flying rating or at least 10 hours of flight instruction for the EIR or IR(A).
- (e) FE(B). The privileges of an FE for balloons are to conduct:
- (1) skill tests for the issue of the BPL and the LAPL(B) and skill tests and proficiency checks for the extension of the privileges to another balloon class or group, provided that the examiner has completed 250 hours of flight time as a pilot on balloons, including 50 hours of flight instruction;
  - (2) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on balloons, of which 50 hours in the same group of balloons for which the extension is sought. The 300 hours of flight time shall include 50 hours of flight instruction.

Article 65(5) of the ANO renders the EASA FE valid for conducting flight examinations or proficiency checks for UK national licences, Ratings, Authorisations and Certificates for non-EASA aircraft subject to the conditions of FCL.1005.FE

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA FE certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1005.FE	FE – Privileges and conditions
FCL.1010	Prerequisites for examiners
FCL.1010.FE	FE – Prerequisites
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of examiner certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.1000 Examiner certificates**

See Subpart O.

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

See Subpart O.

**FCL.1005.FE FE – Privileges and conditions**

As above.

**FCL.1010 Prerequisites for examiners**

See Subpart O.

**FCL.1010.FE FE – Prerequisites**

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

**FCL.1015 Examiner standardisation**

See Subpart O.

**FCL.1020 Examiners assessment of competence**

See Subpart O.

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

See Subpart O.

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

See Subpart O.

#### **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

#### **5 Additional Information**

None.

## Subpart 2 EASA Type Rating Examiners – TRE

### 1 Applicability

The holder of an EASA TRE certificate may exercise the privileges of the certificate to conduct initial issue type ratings or proficiency checks for Part-FCL and UK national Licences or Ratings that come within the privileges of the licence and the valid ratings included in the licence for the purpose of issue, revalidation or renewal of a type rating.

### 2 Privileges

**EASA Type Rating Examiners** – The privileges and conditions of the EASA TRE certificate are defined in FCL.1005.TRE as follows:

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

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

Article 65(5) of the ANO renders the EASA TRE valid for conducting flight examinations or proficiency checks for UK national licences or Ratings for non-EASA aircraft subject to the conditions of FCL.1005.TRE

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA TRE certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1005.TRE	TRE – Privileges and conditions
FCL.1010	Prerequisites for examiners
FCL.1010.TRE	TRE – Prerequisites
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of examiner certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.1000 Examiner certificates**

See Subpart O.

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

See Subpart O.

**FCL.1005.TRE TRE – Privileges and conditions**

As above.

**FCL.1010 Prerequisites for examiners**

See Subpart O.

**FCL.1010.TRE TRE – Prerequisites**

(a) *TRE(A) and TRE(PL)*. Applicants for a TRE certificate for aeroplanes and powered-lift aircraft shall:

- (1) in the case of multi-pilot aeroplanes or powered-lift aircraft, have completed 1 500 hours of flight time as a pilot of multi-pilot aeroplanes or powered-lift aircraft, as applicable, of which at least 500 hours shall be as PIC;
- (2) in the case of single-pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as PIC;
- (3) hold a CPL or ATPL and a TRI certificate for the applicable type;
- (4) for the initial issue of an TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.

(b) *TRE(H)*. Applicants for a TRE(H) certificate for helicopters shall:

- (1) hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type;
- (2) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type;



- (3) in the case of multi-pilot helicopters, hold a CPL(H) or ATPL(H) and have completed 1 500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC;
- (4) in the case of single-pilot multi-engine helicopters:
  - (i) have completed 1 000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC;
  - (ii) hold a CPL(H) or ATPL(H) and, when applicable, a valid IR(H);
- (5) in the case of single-pilot single-engine helicopters:
  - (i) have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as PIC;
  - (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 holder shall have at least 100 hours in multi-pilot operations on this type.
- (7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1 500 hours of flight experience on multi-pilot helicopters required in (b) (3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.

**FCL.1015 Examiner standardisation**

See Subpart O.

**FCL.1020 Examiners assessment of competence**

See Subpart O.

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

See Subpart O.

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

See Subpart O.

## 4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

## 5 Additional Information

None.

INTENTIONALLY LEFT BLANK

## Subpart 3 EASA Class Rating Examiners – CRE – Aeroplanes

### 1 Applicability

The holder of an EASA CRE certificate may exercise the privileges of the certificate to conduct class and type ratings or proficiency for Part-FCL and UK national ratings within the CRE privileges.

### 2 Privileges

**EASA Class Rating Examiners** – The privileges and conditions of the EASA CRE certificate are defined in FCL.1005.CRE as follows:

#### **FCL.1005.CRE CRE – Privileges**

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

- (a) skill tests for the issue of class and type ratings;
- (b) proficiency checks for:
  - (1) revalidation or renewal of class and type ratings;
  - (2) revalidation and renewal of IRs, provided that the CRE complies with the requirements in FCL.1010.IRE (a).
  - (3) revalidation and renewal of EIRs, provided that the CRE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).
- (c) skill tests for the extension of LAPL(A) privileges to another class or variant of aeroplane.

Article 65(5) of the ANO renders the EASA CRE valid for conducting flight examinations or proficiency checks for UK national licences or Ratings for non-EASA aircraft subject to the conditions of FCL.1005.CRE

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA CRE certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1005.CRE	CRE – Privileges and conditions
FCL.1010	Prerequisites for examiners
FCL.1010.CRE	CRE – Prerequisites
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of examiner certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.1000 Examiner certificates**

See Subpart 0.

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

See Subpart 0.

**FCL.1005.CRE CRE – Privileges and conditions**

As above.

**FCL.1010 Prerequisites for examiners**

See Subpart 0.

**FCL.1010.CRE CRE – Prerequisites**

Applicants for a CRE certificate shall:

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

**FCL.1015 Examiner standardisation**

See Subpart 0.

**FCL.1020 Examiners assessment of competence**

See Subpart 0.

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

See Subpart 0.

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

See Subpart 0.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

## **5 Additional Information**

None.

## Subpart 4 EASA Instrument Rating Examiners – IRE – Aeroplanes, Helicopters and Airships

### 1 Applicability

The holder of an EASA IRE certificate may exercise the privileges of the certificate to conduct skill tests or proficiency checks for EIRs or IRs IR rating in Part-FCL licences, IR and IMC ratings in UK national licences for the purpose of issue, revalidation or renewal of instrument rating.

### 2 Privileges

**EASA Instrument Rating Examiners** – The privileges and conditions of the EASA IRE certificate are defined in FCL.1005.IRE as follows:

#### **FCL.1005.IRE IRE – Privileges**

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

Article 65(5) of the ANO renders the EASA IRE valid for conducting flight examinations or proficiency checks for UK national licences or Ratings for non-EASA aircraft subject to the conditions of FCL.1005.IRE

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA IRE certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1005.IRE	IRE – Privileges and conditions
FCL.1010	Prerequisites for examiners
FCL.1010.IRE	IRE – Prerequisites
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of examiner certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

#### **FCL.1000 Examiner certificates**

See Subpart 0.

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

See Subpart 0.

**FCL.1005.IRE IRE – Privileges and conditions**

As above.

**FCL.1010 Prerequisites for examiners**

See Subpart O.

**FCL.1010.IRE IRE – Prerequisites**

(a) *IRE(A)*. Applicants for an IRE certificate for aeroplanes shall hold an IRI(A) and have completed:

- (1) 2 000 hours of flight time as a pilot of aeroplanes; and
- (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.

(b) *IRE(H)*. Applicants for an IRE certificate for helicopters shall hold an IRI(H) and have completed:

- (1) 2 000 hours of flight time as a pilot on helicopters; and
- (2) 300 hours of instrument flight time on helicopters, of which 200 hours shall be as an instructor.

(c) *IRE(As)*. Applicants for an IRE certificate for airships shall hold an IRI(As) and have completed:

- (1) 500 hours of flight time as a pilot on airships; and
- (2) 100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.

**FCL.1015 Examiner standardisation**

See Subpart O.

**FCL.1020 Examiners assessment of competence**

See Subpart O.

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

See Subpart O.

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

See Subpart O.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

**5 Additional Information**

None.

## Subpart 5 EASA Synthetic Flight Examiner – SFE

### 1 Applicability

The holder of an EASA SFE certificate may exercise the privileges of the certificate to conduct skill tests or proficiency checks in a Full Flight Simulator for Part-FCL or UK national Licences and ratings within the privileges of the SFE Certificate.

### 2 Privileges

**EASA Synthetic Flight Examiners** – The privileges and conditions of the EASA SFE certificate are defined in FCL.1005.SFE as follows:

#### **FCL.1005.SFE SFE – Privileges and conditions**

(a) SFE(A) and SFE(PL). The privileges of an SFE on aeroplanes or powered-lift aircraft are to conduct in an FFS:

- (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi-pilot aeroplanes or powered-lift aircraft, as applicable;
- (2) proficiency checks for revalidation or renewal of IRs, provided that the SFE complies with the requirements in FCL.1010.IRE for the applicable aircraft category;
- (3) skill tests for ATPL(A) issue;
- (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;
- (5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE.

\*Refer to Additional Information paragraph 5.1 & 5.2.

(b) SFE(H). The privileges of an SFE for helicopters are to conduct in an FFS:

- (1) skill tests and proficiency checks for the issue, revalidation and renewal of type ratings; and
- (2) proficiency checks for the revalidation and renewal of IRs, provided that the SFE complies with the requirements in FCL.1010.IRE (b);
- (3) skill tests for ATPL(H) issue;
- (4) skill tests and proficiency checks for the issue, revalidation or renewal of an SFI(H) certificate, provided that the examiner has completed at least 3 years as an SFE.

Article 65(5) of the ANO renders the EASA SFE valid for conducting flight examinations or proficiency checks for UK national licences or Ratings for non-EASA aircraft subject to the conditions of FCL.1005.SFE

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA SFE certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1005.SFE	SFE – Privileges and conditions
FCL.1010	Prerequisites for examiners
FCL.1010.SFE	SFE – Prerequisites
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of examiner certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below and in Subpart O, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.1000 Examiner certificates**

See Subpart O, excluding FCL.1000 (a)(2).

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

See Subpart O.

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

As above.

**FCL.1010 Prerequisites for examiners**

See Subpart O.

**FCL.1010.SFE SFE – Prerequisites**

(a) *SFE(A)*. Applicants for an SFE certificate for aeroplanes shall:

- (1) hold or have held an ATPL(A), a class or type rating and an SFI(A) certificate for the applicable type of aeroplane;
- (2) have at least 1 500 hours of flight time as a pilot on multi-pilot aeroplanes;
- (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.

(b) *SFE(H)*. Applicants for an SFE certificate for helicopters shall:

- (1) hold or have held an ATPL(H), a type rating and an SFI(H) certificate for the applicable type of helicopter;
- (2) have at least 1 000 hours of flight time as a pilot on multi-pilot helicopters;
- (3) 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.



**FCL.1015 Examiner standardisation**

See Subpart 0.

**FCL.1020 Examiners assessment of competence**

See Subpart 0.

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

See Subpart 0.

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

See Subpart 0.

**4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

**5 Additional Information**

The CAA has issued exemptions to allow the following:

**5.1 Part-FCL 1005 (a) (1) & (2) - SFEs examining for the renewal or revalidation of the instrument flying privileges that are associated with type ratings**

The holder of a Synthetic Flight Examiner Certificate may examine for the renewal or revalidation of a combined Type Rating and Instrument Rating without having complied with the requirements of FCL.1010.IRE, subject to the following conditions:

- (i) the SFE having passed a proficiency check for the aircraft type including the Instrument Rating within the last 12 months; and
- (ii) the SFE shall not examine for the initial issue of any instrument rating or for the renewal or revalidation of an instrument rating that is not associated with a Type rating that is to be renewed or revalidated.

**5.2 Part-FCL 1010.SFE Prerequisites – SFEs examining for skill tests and proficiency checks for single-pilot high performance complex aeroplanes.**

1. The holder of a Synthetic Flight Examiner Certificate may conduct skill tests and proficiency checks for single-pilot high performance complex aeroplanes subject to the conditions of paragraph 2.
2. Applicants for an SFE certificate that includes the privileges to conduct skill tests and proficiency checks for single-pilot multi-engine high performance complex aeroplanes shall:
  - 2.1 hold a CPL(A), MPL(A) or ATPL(A), a class or type rating and an SFI(A) certificate for the applicable type of aeroplane; and

- 2.2 have at least 500 hours of flight time as a pilot on single-pilot aeroplanes of which 200 hours must be as Pilot In Command; and
- 2.3 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.

## Subpart 6 Flight Instructor Examiner – FIE

### 1 Applicability

The holder of an EASA FIE certificate may exercise the privileges of the certificate to conduct assessments of competence for Part-FCL or UK National Instructor Certificates.

### 2 Privileges

**EASA Flight Instructor Examiners** – The privileges and conditions of the EASA FIE certificate are defined in FCL.1005.FIE as follows:

#### **FCL.1005.FIE FIE – Privileges and conditions**

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

Article 65(5) of the ANO renders the EASA FIE valid for conducting assessments of competence for UK national licences Instructor Certificates subject to the conditions of FCL.1005.FIE.

### 3 Requirements

An applicant for a Part-FCL Licence, Rating or Certificate must satisfy the General Requirements applicable to all Part-FCL licences as set out in Section 4, Part A.

An applicant for the EASA FIE certificate shall comply with the following Part-FCL requirements:

FCL.1000	Examiner certificates
FCL.1005	Limitation of privileges in case of vested interests
FCL.1005.FIE	FIE – Privileges and conditions
FCL.1010	Prerequisites for examiners
FCL.1010.FIE	FIE – Prerequisites
FCL.1015	Examiner standardisation
FCL.1020	Examiners assessment of competence
FCL.1025	Validity, revalidation and renewal of examiner certificates
FCL.1030	Conduct of skill tests, proficiency checks and assessments of competence

For convenience the text of these requirements is reproduced below and in Subpart O, edited for clarity as described in the Foreword. In case of doubt, reference should be made to the EASA Aircrew Regulation (Regulation 1178/2011).

**FCL.1000 Examiner certificates**

See Subpart O.

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

See Subpart O.

**FCL.1005.FIE FIE – Privileges and conditions**

As above.

**FCL.1010 Prerequisites for examiners**

See Subpart O.

**FCL.1010.FIE FIE – Prerequisites**

(a) *FIE(A)*. Applicants for an FIE certificate for aeroplanes shall in case of applicants wishing to conduct assessments of competence:

- (1) hold the relevant instructor certificate, as applicable;
- (2) have completed 2 000 hours of flight time as a pilot on aeroplanes or TMGs; and
- (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.

(b) *FIE(H)*. Applicants for an FIE certificate for helicopters shall:

- (1) hold the relevant instructor certificate, as applicable;
- (2) have completed 2 000 hours of flight time as pilot on helicopters;
- (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.

(c) *FIE(As)*. Applicants for an FIE certificate for airships shall:

- (1) have completed 500 hours of flight time as a pilot on airships;
- (2) have at least 20 hours of flight time instructing applicants for an FI(As) certificate;
- (3) hold the relevant instructor certificate.

(d) *FIE(S)*. Applicants for an FIE certificate for sailplanes shall:

- (1) hold the relevant instructor certificate;
- (2) have completed 500 hours of flight time as a pilot on sailplanes or powered sailplanes;
- (3) have completed:
  - (i) for applicants wishing to conduct assessments of competence on TMGs, 10 hours or 30 take-offs instructing applicants for an instructor certificate in TMGs;
  - (ii) in all other cases, 10 hours or 30 launches instructing applicants for an instructor certificate.

(e) *FIE(B)*. Applicants for an FIE certificate for balloons shall:

- (1) hold the relevant instructor certificate;
- (2) have completed 350 hours of flight time as a pilot on balloons;
- (3) have completed 10 hours instructing applicants for an instructor certificate.

**FCL.1015 Examiner standardisation**

See Subpart O.

**FCL.1020 Examiners assessment of competence**

See Subpart O.

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

See Subpart O.

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

See Subpart O.

#### **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below. A flight examiner handbook is issued to all examiners by the CAA.

#### **5 Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Part L Appendices to Part-FCL

### Appendix 1 to Part-FCL Crediting of theoretical knowledge

#### A. Crediting of theoretical knowledge for the issue of a pilot licence – Bridge instruction and examination requirements

##### 1 LAPL, PPL, BPL and SPL

1.1 For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in FCL.120(a).

1.2 Without prejudice to the paragraph above, for the issue of an LAPL, PPL, BPL or SPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and pass theoretical knowledge examinations to the appropriate level in the following subjects:

- Principles of Flight
- Operational Procedures
- Flight Performance and Planning
- Aircraft General Knowledge
- Navigation

1.3 For the issue of a PPL, BPL or SPL, the holder of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.

1.4 Notwithstanding paragraph 1.2, for the issue of an LAPL(A), the holder of an LAPL(S) with TMG extension shall demonstrate an adequate level of theoretical knowledge for the single-engine piston aeroplane-land class in accordance with FCL.135.A(a)(2).

##### 2 CPL

2.1 An applicant for a CPL holding a CPL in another category of aircraft shall have received theoretical knowledge bridge instruction on an approved course according to the differences identified between the CPL syllabi for different aircraft categories.

2.2 The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category:

- 021 – Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment
- 022 – Aircraft General Knowledge: Instrumentation
- 032/034 – Performance Aeroplanes or Helicopters, as applicable
- 070 – Operational Procedures, and
- 080 – Principles of Flight

2.3 An applicant for a CPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance
- Meteorology

##### 3 ATPL

3.1 An applicant for an ATPL holding an ATPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an ATO according to the differences identified between the ATPL syllabi for different aircraft categories.

- 3.2 The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category:
- 021 – Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment
  - 022 – Aircraft General Knowledge: Instrumentation
  - 032/034 – Performance Aeroplanes or Helicopters, as applicable,
  - 070 – Operational Procedures, and
  - 080 – Principles of Flight
- 3.3 An applicant for an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.
- 3.4 An applicant for an ATPL(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
- Air Law
  - Principles of Flight (Helicopter)
  - VFR Communications
- 3.5 An applicant for an ATPL(A) having passed the relevant theoretical examination for an IR(A) is credited towards the theoretical knowledge requirements in subject IFR Communications.
- 3.6 An applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
- Principles of Flight (Helicopter)
  - VFR Communications
- 4 **IR**
- 4.1 An applicant for an IR or an EIR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:
- Human Performance
  - Meteorology
- 4.2 An applicant for an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR is required to pass the following examination subjects:
- Air Law
  - Flight Planning and Flight Monitoring
  - Radio Navigation
  - IFR Communications



## Appendix 2 to Part-FCL Language Proficiency Rating Scale – Expert, extended and operational level

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
<b>Expert (Level 6)</b>	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
<b>Extended (Level 5)</b>	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with 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 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
<b>Operational (Level 4)</b>	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, or confirming, or clarifying.

Note: The initial text of Appendix 2 has been transferred to AMC to FCL.055,

**NOTE:** The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication.

Levels 1 through 3 describe Pre-elementary, Elementary and Pre-operational levels of language proficiency respectively, all of which describe a level below the language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels at levels of proficiency more advanced than the minimum required standard.

### **Appendix 3 to Part-FCL Training Courses for the Issue of a CPL and an ATPL**

- 1 This appendix describes the requirements for the different types of training courses for the issue of a CPL and an ATPL, with and without an IR.
- 2 An applicant wishing to transfer to another ATO during a training course shall apply to the competent authority for a formal assessment of the further hours of training required.

**NOTE:** The CAA will accept an applicant transferring from one ATO to another when part-way through a course in accordance with the following:

- The new ATO must have all relevant training records or other acceptable information certifying the training and experience completed so far.
- Credit shall be given in full for all adequately documented solo, dual instruction or Pilot in Command (PIC) flight time completed as part of an approved course for the licence, rating or certificate.
- The Head of Training (HT) of the new ATO shall assess the student and determine the balance of training and experience required to complete the course and any additional training necessary to cover the transition from the previous partly completed course. The HT will then make a recommendation to CAA Licensing and obtain confirmation of agreement.
- The applicant shall complete the balance of all training, examinations, dual and solo flight and shall complete any additional training necessary as specified in the determination by the Head of Training (HT) of the new ATO that has been agreed with the CAA.

#### **A ATP integrated course – Aeroplanes**

##### **GENERAL**

- 1 The aim of the ATP(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.
- 2 An applicant wishing to undertake an ATP(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
- 4 The course shall comprise:
  - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
  - (b) visual and instrument flying training; and
  - (c) training in MCC for the operation of multi-pilot aeroplanes.
- 5 An applicant failing or unable to complete the entire ATP(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

- 6 An ATP(A) theoretical knowledge course shall comprise at least 750 hours of instruction.
- 7 The MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

**THEORETICAL KNOWLEDGE EXAMINATION**

- 8 An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(A).

**FLYING TRAINING**

- 9 The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:
- (a) 95 hours of dual instruction, of which up to 55 hours may be instrument ground time;
  - (b) 70 hours as PIC, including VFR flight and instrument flight time as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
  - (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
  - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
  - (e) 115 hours of instrument time comprising, at least:
    - (1) 20 hours as SPIC;
    - (2) 15 hours MCC, for which an FFS or FNPT II may be used;
    - (3) 50 hours of instrument flight instruction, of which up to:
      - (i) 25 hours may be instrument ground time in a FNPT I, or
      - (ii) 40 hours may be instrument ground time in a FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.
  - (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

**SKILL TEST**

- 10 Upon completion of the related flying training, the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane and the IR skill test on a multi-engine aeroplane.

**B ATP modular course – Aeroplanes**

1 Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall:

(a) hold at least a PPL(A) issued in accordance with Annex 1 to the Chicago Convention; and complete at least the following hours of theoretical knowledge instruction:

- (1) for applicants holding a PPL(A): 650 hours;
- (2) for applicants holding a CPL(A): 400 hours;
- (3) for applicants holding an IR(A): 500 hours;
- (4) for applicants holding a CPL(A) and an IR(A): 250 hours.

The theoretical knowledge instruction shall be completed before the skill test for the ATPL(A) is taken.

**C CPL/IR integrated course – Aeroplanes****GENERAL**

1 The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.

2 An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

4 The course shall comprise:

- (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and
- (b) visual and instrument flying training.

5 An applicant failing or unable to complete the entire CPL/IR(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

6 A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

**THEORETICAL KNOWLEDGE EXAMINATION**

7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and an IR.

**FLYING TRAINING**

8 The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:

- (a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;

- (b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
- (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
- (e) 100 hours of instrument time comprising, at least:
  - (1) 20 hours as SPIC; and
  - (2) 50 hours of instrument flight instruction, of which up to:
    - (i) 25 hours may be instrument ground time in an FNPT I, or
    - (ii) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.
- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

### **SKILL TEST**

9. Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.

## **D CPL integrated course – Aeroplanes**

### **GENERAL**

- 1 The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A).
- 2 An applicant wishing to undertake a CPL(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
- 4 The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(A) knowledge level; and
  - (b) visual and instrument flying training.
- 5 An applicant failing or unable to complete the entire CPL(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

- 6 A CPL(A) theoretical knowledge course shall comprise at least 350 hours of instruction.

**THEORETICAL KNOWLEDGE EXAMINATION**

- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

**FLYING TRAINING**

- 8 The flying training, not including type rating training, shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the total of 150 hours, applicants shall complete at least:

- (a) 80 hours of dual instruction, of which up to 5 hours may be instrument ground time;
- (b) 70 hours as PIC;
- (c) 20 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings;
- (e) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, FTD 2, FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons that has a variable pitch propeller and retractable landing gear.

**SKILL TEST**

- 9 Upon completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane.

**E CPL modular course – Aeroplanes****GENERAL**

- 1 The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).
- 2 Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with Annex 1 to the Chicago Convention.
- 3 Before commencing the flight training the applicant shall:
- (a) have completed 150 hours flight time;
  - (b) have complied with the prerequisites for the issue of a class or type rating for multi-engine aeroplanes in accordance with Subpart H, if a multi-engine aeroplane is to be used on the skill test.
- 4 An applicant wishing to undertake a modular CPL(A) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only.

- 5 The course shall comprise:  
 (a) theoretical knowledge instruction to CPL(A) knowledge level; and  
 (b) visual and instrument flying training.
- THEORETICAL KNOWLEDGE**
- 6 An approved CPL(A) theoretical knowledge course shall comprise at least 250 hours of instruction.
- THEORETICAL KNOWLEDGE EXAMINATION**
- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).
- FLYING TRAINING**
- 8 Applicants without an IR shall be given at least 25 hours dual flight instruction, including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a BITD, an FNPT I or II, an FTD 2 or an FFS.
- 9 Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) shall be credited up to 5 hours of the dual instrument instruction time, in which case at least 5 hours dual instrument instruction time shall be given in an aeroplane. An applicant holding a Course Completion Certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time.
- 10 (a) Applicants with a valid IR shall be given at least 15 hours dual visual flight instruction.  
 (b) Applicants without a night rating aeroplane shall be given additionally at least 5 hours night flight instruction, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.
- 11 At least 5 hours of the flight instruction shall be carried out in an aeroplane certificated for the carriage of at least 4 persons and have a variable pitch propeller and retractable landing gear.
- EXPERIENCE**
- 12 The applicant for a CPL(A) shall have completed at least 200 hours flight time, including at least:
- (a) 100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
  - (b) 5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
  - (c) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
  - (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



(e) Hours as PIC of other categories of aircraft may count towards the 200 hours flight time, in the following cases:

- (i) 30 hours in helicopter, if the applicant holds a PPL(H); or
- (ii) 100 hours in helicopters, if the applicant holds a CPL(H); or
- (iii) 30 hours in TMGs or sailplanes; or
- (iv) 30 hours in airships, if the applicant holds a PPL(As); or
- (v) 60 hours in airships, if the applicant holds a CPL(As).

### **SKILL TEST**

- 13 Upon completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane.<sup>1</sup>

## **F ATP/IR integrated course — Helicopters**

### **GENERAL**

- 1 The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters in commercial air transport and to obtain the CPL(H)/IR.
- 2 An applicant wishing to undertake an ATP(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
- (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
- 4 The course shall comprise:
- (a) theoretical knowledge instruction to the ATPL(H) and IR knowledge level;
  - (b) visual and instrument flying training; and
  - (c) training in MCC for the operation of multi-pilot helicopters.
- 5 An applicant failing or unable to complete the entire ATP(H) /IR course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

### **THEORETICAL KNOWLEDGE**

- 6 An ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.
- 7 The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.

### **THEORETICAL KNOWLEDGE EXAMINATION**

- 8 An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and an IR.

1. A CPL(A) skill test specified in paragraph 13 may only be completed after the candidate has completed all the flying training requirements set out in paragraphs 8-11 and the relevant experience requirement of paragraph 12, including at least 200 hours flight time.

**FLYING TRAINING**

9 The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:

(a) 140 hours of dual instruction, of which:

(1) 75 hours visual instruction may include:

- (i) 30 hours in a helicopter FFS, level C/D, or
- (ii) 25 hours in a FTD 2,3, or
- (iii) 20 hours in a helicopter FNPT II/III, or
- (iv) 20 hours in an aeroplane or TMG;

(2) 50 hours instrument instruction may include:

- (i) up to 20 hours in a helicopter FFS or FTD 2,3 or FNPT II/III, or
- (ii) 10 hours in at least a helicopter FNPT 1 or an aeroplane;

(3) 15 hours MCC, for which a helicopter FFS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.

(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made.

(c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;

(d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;

(e) 50 hours of dual instrument time comprising:

- (i) 10 hours basic instrument instruction time, and
- (ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

**SKILL TEST**

10 Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on a multi-engine helicopter and the IR skill test on an IFR certificated multi-engine helicopter and shall comply with the requirements for MCC training.

**G ATP integrated course — Helicopters****GENERAL**

1 The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters limited to VFR privileges in commercial air transport and to obtain the CPL(H).

2 An applicant wishing to undertake an ATP(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
    - (a) 40 hours, of which up to 20 hours may be dual instruction; or
    - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
  - 4 The course shall comprise:
    - (a) theoretical knowledge instruction to the ATPL(H) knowledge level;
    - (b) visual and basic instrument flying training; and
    - (c) training in MCC for the operation of multi-pilot helicopters.
  - 5 An applicant failing or unable to complete the entire ATP(H) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.
- THEORETICAL KNOWLEDGE**
- 6 An ATP(H) theoretical knowledge course shall comprise at least 650 hours of instruction.
  - 7 The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.
- THEORETICAL KNOWLEDGE EXAMINATION**
- 8 An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H).
- FLYING TRAINING**
- 9 The flying training shall comprise a total of at least 150 hours, to include all progress tests. Within the total of 150 hours, applicants shall complete at least:
    - (a) 95 hours of dual instruction, of which:
      - (i) 75 hours visual instruction may include:
        - (1) 30 hours in a helicopter FFS level C/D, or
        - (2) 25 hours in a helicopter FTD 2,3, or
        - (3) 20 hours in a helicopter FNPT II/III, or
        - (4) 20 hours in an aeroplane or TMG;
      - (ii) 10 hours basic instrument instruction may include 5 hours in at least a helicopter FNPT I or an aeroplane;
      - (iii) 10 hours MCC, for which a helicopter: helicopter FFS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.
    - (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
    - (c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;

(d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

### **SKILL TEST**

- 10 Upon completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter and comply with MCC requirements.

## **H ATP modular course — Helicopters**

- 1 Applicants for an ATPL(H) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:
- (a) for applicants holding a PPL(H) issued in accordance with Annex 1 to the Chicago Convention: 550 hours;
  - (b) for applicants holding a CPL(H): 300 hours.
- 2 Applicants for an ATPL(H)/IR who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction:
- (a) for applicants holding a PPL(H): 650 hours;
  - (b) for applicants holding a CPL(H): 400 hours;
  - (c) for applicants holding an IR(H): 500 hours;
  - (d) for applicants holding a CPL(H) and an IR(H): 250 hours.

## **I CPL/IR integrated course — Helicopters**

### **GENERAL**

- 1 The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single-pilot multi-engine helicopters and to obtain the CPL(H)/IR multi-engine helicopter.
- 2 An applicant wishing to undertake a CPL(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50% of the relevant experience shall be credited, up to a maximum of:
- (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
- 4 The course shall comprise:
- (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and
  - (b) visual and instrument flying training.
- 5 An applicant failing or unable to complete the entire CPL(H)/IR course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

- 6 A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

**THEORETICAL KNOWLEDGE EXAMINATION**

- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and an IR.

**FLYING TRAINING**

- 8 The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:

(a) 125 hours of dual instruction, of which:

(i) 75 hours visual instruction, which may include:

(1) 30 hours in a helicopter FFS level C/D, or

(2) 25 hours in a helicopter FTD 2,3, or

(3) 20 hours in a helicopter FNPT II/III, or

(4) 20 hours in an aeroplane or TMG

(ii) 50 hours instrument instruction which may include:

(1) up to 20 hours in a helicopter FFS or FTD 2,3, or FNPT II,III, or

(2) 10 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;

(c) 10 hours dual cross-country flying;

(d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;

(e) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;

(f) 50 hours of dual instrument time comprising:

(i) 10 hours basic instrument instruction time; and

(ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

**SKILL TEST**

- 9 Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter.

**J CPL integrated course — Helicopters****GENERAL**

- 1 The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).
- 2 An applicant wishing to undertake a CPL(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50% of the relevant experience shall be credited, up to a maximum of:
  - (a) 40 hours, of which up to 20 hours may be dual instruction; or
  - (b) 50 hours, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.
- 4 The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(H) knowledge level; and
  - (b) visual and instrument flying training.
- 5 An applicant failing or unable to complete the entire CPL(H) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

- 6 An approved CPL(H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.

**THEORETICAL KNOWLEDGE EXAMINATION**

- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

**FLYING TRAINING**

- 8 The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 135 hours total, applicants shall complete at least:
  - (a) 85 hours of dual instruction, of which:
    - (i) up to 75 hours may be visual instruction, and may include:
      - (1) 30 hours in a helicopter FFS level C/D, or
      - (2) 25 hours in a helicopter FTD 2,3, or
      - (3) 20 hours in a helicopter FNPT II/III, or
      - (4) 20 hours in an aeroplane or TMG.
    - (ii) up to 10 hours may be instrument instruction, and may include 5 hours in at least a helicopter FNPT I or an aeroplane.  
If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.
  - (b) 50 hours as PIC, of which 35 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
  - (c) 10 hours dual cross-country flying;

- (d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.

### **SKILL TEST**

- 9 Upon completion of the related flying training, the applicant shall take the CPL(H) skill test.

## **K CPL modular course — Helicopters**

### **GENERAL**

- 1 The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H).
- 2 Before commencing a CPL(H) modular course an applicant shall be the holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention.
- 3 Before commencing the flight training the applicant shall:
  - (a) have completed 155 hours flight time, including 50 hours as PIC in helicopters of which 10 hours shall be cross-country. Hours as PIC of other categories of aircraft may count towards the 155 hours flight time as prescribed in paragraph 11 of Section K;
  - (b) have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.

**NOTE 1:** Experience as set out in paragraph 11 may be credited towards this pre-entry requirement of 155 hours in helicopters.

The UK CAA has elected to derogate under Article 14(6) to the Basic Regulation to facilitate this credit.

- 4 An applicant wishing to undertake a modular CPL(H) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
- 5 The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(H) knowledge level; and
  - (b) visual and instrument flying training.
- THEORETICAL KNOWLEDGE**
- 6 An approved CPL(H) theoretical knowledge course shall comprise at least 250 hours of instruction.
- THEORETICAL KNOWLEDGE EXAMINATION**
- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

**FLYING TRAINING**

- 8 Applicants without an IR shall be given at least 30 hours dual flight instruction, of which:
- (a) 20 hours visual instruction, which may include 5 hours in a helicopter FFS or FTD 2,3 or FNPT II,III; and
  - (b) 10 hours instrument instruction, which may include 5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane.
- 9 Applicants holding a valid IR(H) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(A) shall complete at least 5 hours of the dual instrument instruction time in a helicopter.
- 10 Applicants without a night rating helicopter shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

**EXPERIENCE**

- 11 The applicant for a CPL(H) shall have completed at least 185 hours flight time, including 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.
- Hours as pilot-in-command of other categories of aircraft may count towards the 185 hours flight time, in the following cases:
- (a) 20 hours in aeroplanes, if the applicant holds a PPL(A); or
  - (b) 50 hours in aeroplanes, if the applicant holds a CPL(A); or
  - (c) 10 hours in TMGs or sailplanes; or
  - (d) 20 hours in airships, if the applicant holds a PPL(As); or
  - (e) 50 hours in airships, if the applicant holds a CPL(As).

**SKILL TEST**

- 12 Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test.

**L CPL/IR integrated course — Airships****GENERAL**

- 1 The aim of the CPL(As)/IR integrated course is to train pilots to the level of proficiency necessary to operate airships and to obtain the CPL(As)/IR.
- 2 An applicant wishing to undertake a CPL(As)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
- (a) 10 hours, of which up to 5 hours may be dual instruction; or
  - (b) 15 hours, of which up to 7 hours may be dual instruction, if an airship night rating has been obtained.



- 4 The course shall comprise:
- (a) theoretical knowledge instruction to CPL(As) and IR knowledge level, and the initial airship type rating; and
  - (b) visual and instrument flying training.
- 5 An applicant failing or unable to complete the entire CPL/IR(As) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.
- THEORETICAL KNOWLEDGE**
- 6 A CPL(As)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.
- THEORETICAL KNOWLEDGE EXAMINATION**
- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As) and an IR.
- FLYING TRAINING**
- 8 The flying training shall comprise a total of at least 80 hours including all progress tests. Within the 80 hours, applicants shall complete at least:
- (a) 60 hours of dual instruction, of which:
    - (i) 30 hours visual instruction, which may include:
      - (1) 12 hours in an airship FFS, or
      - (2) 10 hours in an airship FTD, or
      - (3) 8 hours in an airship FNPT II/III, or
      - (4) 8 hours in an aeroplane, helicopter or TMG
    - (ii) 30 hours instrument instruction which may include:
      - (1) up to 12 hours in an airship FFS or FTD or FNPT II,III, or
      - (2) 6 hours in at least a airship FTD 1 or FNPT I or aeroplane.

If the airship used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to 8 hours.
  - (b) 20 hours as PIC, of which 5 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
  - (c) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
  - (d) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
  - (e) 30 hours of dual instrument time comprising:
    - (i) 10 hours basic instrument instruction time; and
    - (ii) 20 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated airship.
- SKILL TEST**
- 9 Upon completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the IR skill test on an IFR-certificated multi-engine airship.

**M CPL integrated course — Airships****GENERAL**

- 1 The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(AS).
- 2 An applicant wishing to undertake a CPL(As) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
- 3 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
  - (a) 10 hours, of which up to 5 hours may be dual instruction; or
  - (b) 15 hours, of which up to 7 hours may be dual instruction if a airship night rating has been obtained.
- 4 The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(As) knowledge level; and
  - (b) visual and instrument flying training.
- 5 An applicant failing or unable to complete the entire CPL(As) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

- 6 An approved CPL(As) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is a PPL holder.

**THEORETICAL KNOWLEDGE EXAMINATION**

- 7 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

**FLYING TRAINING**

- 8 The flying training shall comprise a total of at least 50 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 50 hours total, applicants shall complete at least:
  - (a) 30 hours of dual instruction, of which up to 5 hours may be instrument ground time;
  - (b) 20 hours as PIC;
  - (c) 5 hours dual cross-country flying;
  - (d) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
  - (e) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
  - (f) 10 hours of instrument dual instruction time, including at least 5 hours in an airship.

**SKILL TEST**

- 9 Upon completion of the related flying training, the applicant shall take the CPL(As) skill test.

**N CPL modular course — Airships****GENERAL**

- 1 The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary for the issue of a CPL(As).
- 2 Before commencing a CPL(As) modular course an applicant shall:
  - (a) hold a PPL(As) issued in accordance with Annex 1 to the Chicago Convention;
  - (b) have completed 200 hours flight time as a pilot on airships, including 100 hours as PIC, of which 50 hours shall be cross-country.
- 3 An applicant wishing to undertake a modular CPL(As) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
- 4 The course shall comprise:
  - (a) theoretical knowledge instruction to CPL(As) knowledge level; and
  - (b) visual and instrument flying training.

**THEORETICAL KNOWLEDGE**

- 5 An approved CPL(As) theoretical knowledge course shall comprise at least 250 hours of instruction.

**THEORETICAL KNOWLEDGE EXAMINATION**

- 6 An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

**FLYING TRAINING**

- 7 Applicants without an IR shall be given at least 20 hours dual flight instruction, of which:
  - 10 hours visual instruction, which may include 5 hours in an airship FFS or FTD 2,3 or FNPT II,III; and
  - 10 hours instrument instruction, which may include 5 hours in at least an airship FTD 1 or FNPT I or aeroplane.
- 8 Applicants holding a valid IR(As) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR in another category of aircraft shall complete at least 5 hours of the dual instrument instruction time in an airship.
- 9 Applicants without a night rating airship shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

**EXPERIENCE**

- 10 The applicant for a CPL(As) shall have completed at least 250 hours flight time in airships, including 125 hours as PIC, of which 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM), in the course of which a full stop landing at destination aerodrome.  
Hours as PIC of other categories of aircraft may count towards the 185 hours flight time, in the following cases:

- (a) 30 hours in aeroplanes or helicopters, if the applicant holds a PPL(A) or PPL(H) respectively; or
- (b) 60 hours in aeroplanes or helicopters, if the applicant holds a CPL(A) or CPL(H) respectively; or
- (c) 10 hours in TMGs or sailplanes; or
- (d) 10 hours in balloons.

**SKILL TEST**

- 11 Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(As) skill test.

## **Appendix 4 to Part-FCL Skill test for the Issue of a CPL**

### **A General**

- 1 An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
- 2 An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
- 3 Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

### **CONDUCT OF THE TEST**

- 4 Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
- 5 At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
- 6 An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
- 7 An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.
- 8 The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

### **B Content of the skill test for the issue of a CPL – Aeroplanes**

- 1 The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
- 2 The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.

- 3 The applicant shall demonstrate the ability to:
- (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

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 section 2 (c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

### **SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE**

a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS
b	Aeroplane inspection and servicing
c	Taxiing and take-off
d	Performance considerations and trim
e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (lookout)
g	ATC liaison – compliance, R/T procedures

### **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
<b>SECTION 3 – EN-ROUTE PROCEDURES</b>	
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations
b	Orientation, map reading
c	Altitude, speed, heading control, lookout
d	Altimeter setting. ATC liaison – compliance, R/T procedures
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking
f	Observation of weather conditions, assessment of trends, diversion planning
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
<b>SECTION 4 – APPROACH AND LANDING PROCEDURES</b>	
a	Arrival procedures, altimeter setting, checks, lookout
b	ATC liaison – compliance, R/T procedures
c	Go-around action from low height
d	Normal landing, crosswind landing (if suitable conditions)
e	Short field landing
f	Approach and landing with idle power (single-engine only)
g	Landing without use of flaps
h	Post flight actions
<b>SECTION 5 – ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with sections 1 through 4	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure
c	Forced landing (simulated)
d	ATC liaison - compliance, R/T procedures
e	Oral questions
<b>SECTION 6 – SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS</b>	
This section may be combined with sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
b	Asymmetric approach and go-around
c	Asymmetric approach and full stop landing
d*	Engine shutdown and restart

**Note 1:**

- 1.0 The CAA has determined that the engine shutdown and restart item of the CPL(A) and the MEP class rating skill tests may be completed in an FNPTII when the following conditions are met:
- The FNPTII must be qualified and approved in accordance with CS-FSTD(A) and ORA. FSTD; it must represent the aircraft used for test and must accurately simulate the yawing moment, performance and trim changes of that aircraft associated with feathering and un-feathering a propeller in flight.

- b) The engine shutdown and restart item of the skill test must still be completed in the aeroplane but may be simulated by “touch drill”.
- c) The applicant must either:
  - i) present to the examiner evidence\*\* that engine shutdown and restart procedures have been previously completed in an FNPTII to the satisfaction of a CRE (ME) or FE CPL (ME), or;
  - ii) be tested by the examiner on engine shutdown and restart procedures in an FNPTII before or after all other sections and items of the CPL(A) skill test schedule have been completed in the aircraft.

\*\* The CAA will accept an entry in the applicant’s training records, logbook or recommendation for test, signed by the examiner who observed satisfactory completion of the item in the FNPTII. The entry must include the qualification reference number of the FSTD used.

This alleviation can only be used where the ATO course approval includes the use of a qualified FNPTII and the FNPTII meets the requirements of paragraph (a) above. If these conditions are not met, the engine shutdown and restart must be completed in the aeroplane during the applicable skill test.

- 1.1 The CAA has also determined that item 5.5 of the MEP class rating skill test schedule should no longer be considered as a compulsory item for test. However, like all test/check items, it remains a discretionary item for selection by the examiner. In deciding whether to include a full engine shutdown and restart in the test schedule, the examiner must be satisfied that the exercise represents no particular hazard to flight safety having considered all factors including information published in the pilot’s operating handbook/aircraft flight manual, manufacturer’s service bulletins and other known threats and potential hazards.

e	ATC liaison – compliance, R/T procedures, Airmanship
f	As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: <ul style="list-style-type: none"> <li>(i) aeroplane systems including handling of autopilot</li> <li>(ii) operation of pressurisation system</li> <li>(iii) use of de-icing and anti-icing system</li> </ul>
g	Oral questions



**C Content of the skill test for the issue of the CPL — Helicopters**

- 1 The helicopter used for the skill test shall meet the requirements for training helicopters.
- 2 The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
- 3 The applicant shall demonstrate the ability to:
  - (a) operate the helicopter within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

**FLIGHTTESTTOLERANCES**

- 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 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

## Ground drift

T.O. hover I.G.E.	±3 feet
landing	no sideways or backwards movement

**CONTENT OF THE TEST**

- 5 Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

**SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES**

a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather
b	Pre-flight inspection/action, location of parts and purpose
c	Cockpit inspection, starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance
f	Parking, shutdown and post-flight procedure

**SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS**

a	Take-off and landing (lift-off and touchdown)
---	---

b	Taxi, hover taxi
c	Stationary hover with head/cross/tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground/unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind, downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
<b>SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES</b>	
a	Navigation and orientation at various altitudes/heights, map reading
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Tracking, positioning (NDB and/or VOR), identification of facilities
f	ATC liaison and observance of regulations, etc.
<b>SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS</b>	
a	Level flight, control of heading, altitude/height and speed
b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c	Climbing and descending, including turns at rate 1 onto specified headings
d	Recovery from unusual attitudes
e	Turns with 30° bank, turning up to 90° left and right
<b>SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (simulated where appropriate)</b>	
Note (1): Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test.	
Note (2): The FE shall select 4 items from the following:	
a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: <ul style="list-style-type: none"> <li>(i) Simulated engine failure at take-off:</li> <li>(ii) Rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO.</li> <li>(iii) Landing with simulated engine failure:</li> <li>(iv) Landing or go-around following engine failure before LDP or DPBL,</li> <li>(v) Landing or go-around following engine failure after LDP or safe forced landing after DPBL.</li> </ul>

**D Content of the skill test for the issue of a CPL – Airships**

- 1 The airship used for the skill test shall meet the requirements for training airships.
- 2 The area and route to be flown shall be chosen by the FE. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 60 minutes.
- 3 The applicant shall demonstrate the ability to:
  - (a) operate the airship within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

**FLIGHTTESTTOLERANCES**

- 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 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 sections 5 and 6 may be performed in an Airship FNPT or an airship FFS. Use of airship checklists, airmanship, control of airship by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

**SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE**

a	Pre-flight, including: Flight planning, Documentation, Mass and Balance determination, Weather brief, NOTAMS
b	Airship inspection and servicing
c	Off-mast procedure, ground manoeuvring and take-off
d	Performance considerations and trim
e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (lookout)
g	ATC liaison – compliance, R/T procedures

**SECTION 2 – GENERAL AIRWORK**

a	Control of the airship by external visual reference, including straight and level, climb, descent, lookout
b	Flight at pressure height

c	Turns
d	Steep descents and climbs
e	Flight by reference solely to instruments, including: (i) level flight, control of heading, altitude and airspeed (ii) climbing and descending turns (iii) recoveries from unusual attitudes (iv) limited panel instruments
f	ATC liaison – compliance, R/T procedures
<b>SECTION 3 – EN-ROUTE PROCEDURES</b>	
a	Control of airship by external visual reference, Range/Endurance considerations
b	Orientation, map reading
c	Altitude, speed, heading control, lookout
d	Altimeter setting, ATC liaison – compliance, R/T procedures
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and reestablishment of correct tracking
f	Observation of weather conditions, assessment of trends, diversion planning
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
<b>SECTION 4 – APPROACH AND LANDING PROCEDURES</b>	
a	Arrival procedures, altimeter setting, checks, lookout
b	ATC liaison – compliance, R/T procedures
c	Go-around action from low height
d	Normal landing
e	Short field landing
f	Approach and landing with idle power (single-engine only)
g	Landing without use of flaps
h	Post-flight actions
<b>SECTION 5 – ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with sections 1 through 4	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions
c	Forced landing (simulated)
d	ATC liaison – compliance, R/T procedures
e	Oral questions
<b>SECTION 6 – RELEVANT CLASS OR TYPE ITEMS</b>	
This section may be combined with sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
b	Approach and go-around with failed engine(s)
c	Approach and full stop landing with failed engine(s)
d	Malfunctions in the envelope pressure system
e	ATC liaison – compliance, R/T procedures, Airmanship
f	As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: (i) airship systems (ii) operation of envelope pressure system
g	Oral questions

**Appendix 5 to Part-FCL Integrated MPL Training Course****A General**

- 1 The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.
- 2 Approval for an MPL training course shall only be given to an ATO that is part of a commercial air transport operator certificated in accordance with Part-ORO or having a specific arrangement with such an operator. The licence shall be restricted to that specific operator until completion of the airline operator's conversion course.
- 3 An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an ATO. The training shall be competency based and conducted in a multi-crew operational environment.
- 4 Only ab-initio applicants shall be admitted to the course.
- 5 The course shall comprise:
  - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
  - (b) visual and instrument flying training;
  - (c) training in MCC for the operation of multi-pilot aeroplanes; and
  - (d) type rating training.
- 6 An applicant failing or unable to complete the entire MPL course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

**THEORETICAL KNOWLEDGE**

- 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 theoretical knowledge instruction for the relevant type rating, in accordance with Subpart H to Part-FCL.

**FLYING TRAINING**

- 8 The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PNF, in actual and simulated flight, and covering the following 4 phases of training:
  - (a) Phase 1 – Core flying skills

Specific basic single-pilot training in an aeroplane.
  - (b) Phase 2 – Basic

Introduction of multi-crew operations and instrument flight.
  - (c) Phase 3 – Intermediate

Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high performance aeroplane in accordance with Part-21.

(d) Phase 4 – Advanced

Type rating training within an airline oriented environment.

Flight experience in actual flight shall include all the experience requirements of Subpart H, upset recovery training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship.

MCC requirements shall be incorporated into the relevant phases above.

Training in asymmetric flight shall be given either in an aeroplane or an FFS.

- 9 Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.
- 10 The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:
  - (a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and
  - (b) the students acquire the necessary competencies in a progressive and satisfactory manner.
- 11 The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

**ASSESSMENT LEVEL**

- 12 The applicant for the MPL shall have demonstrated performance in all 9 competency units specified in paragraph 13 below, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or manoeuvre. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

**COMPETENCY UNITS**

- 13 The applicant shall demonstrate competency in the following 9 competency units:
  - (1) apply human performance principles, including principles of threat and error management;
  - (2) perform aeroplane ground operations;
  - (3) perform take-off;
  - (4) perform climb;
  - (5) perform cruise;
  - (6) perform descent;
  - (7) perform approach;
  - (8) perform landing; and
  - (9) perform after landing and aeroplane post-flight operations.

**SIMULATED FLIGHT**

## 14 Minimum requirements for FSTDs:

## (a) Phase 1 – Core flying skills

E-training and part tasking devices approved by the competent authority that have the following characteristics:

- involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad; and
- involve psychomotor activity with appropriate application of force and timing of responses.

## (b) Phase 2 – Basic

An FNPT II MCC that represents a generic multi-engine turbine-powered aeroplane.

## (c) Phase 3 – Intermediate

An FSTD that represents a multi-engine turbine-powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:

- a daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180° horizontal and 40° vertical field of view, and
- ATC environment simulation.

## (d) Phase 4 – Advanced

An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.

## **Appendix 6 to Part-FCL    Modular Training Courses for the IR**

### **A        IR(A) — Modular flying training course**

#### **GENERAL**

- 1        The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:

- (a) Basic Instrument Flight Module

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.

- (b) Procedural Instrument Flight Module

This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A).

- 2        An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

The ATO shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in Subpart H prior to commencing the flight training for the IR(A) course.

- 3        An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(A) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.

- 4        The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.

- 5        The course shall comprise:

- (a) theoretical knowledge instruction to the IR knowledge level;
  - (b) instrument flight instruction.

#### **THEORETICAL KNOWLEDGE**

- 6        An approved modular IR(A) course shall comprise at least 150 hours of theoretical knowledge instruction.

#### **FLYING TRAINING**

- 7        A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.



- 8 A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.
- 9 The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- 10.1 The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.
- 10.2 The holder of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced to 10 hours.
- 10.3 The total instrument flight instruction in aeroplane shall comply with paragraph 7 or 8, as appropriate.
- 11 The flying exercises up to the IR(A) skill test shall comprise:
- (a) Basic Instrument Flight Module: Procedure and manoeuvre for basic instrument flight covering at least:
- basic instrument flight without external visual cues:
    - horizontal flight,
    - climbing,
    - descent,
    - turns in level flight, climbing, descent;
  - instrument pattern;
  - steep turn;
  - radio navigation;
  - recovery from unusual attitudes;
  - limited panel;
  - recognition and recovery from incipient and full stalls;
- (b) Procedural Instrument Flight Module:
- (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
  - (ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
    - transition from visual to instrument flight on take-off,
    - standard instrument departures and arrivals,
    - en-route IFR procedures,
    - holding procedures,
    - instrument approaches to specified minima,
    - missed approach procedures,
    - landings from instrument approaches, including circling;

- (iii) in-flight manoeuvres and particular flight characteristics;
- (iv) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

## **Aa. IR(A) — Competency-based modular flying training course**

### **GENERAL**

1. The aim of the competency-based modular flying training course is to train PPL or CPL holders for the instrument rating, taking into account prior instrument flight instruction and experience. It is designed to provide the level of proficiency needed to operate aeroplanes under IFR and in IMC. The course shall be taken within an ATO or consist of a combination of instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR and flight instruction within an ATO.
2. An applicant for such a competency-based modular IR(A) shall be the holder of a PPL(A) or CPL(A).
3. The course of theoretical instruction shall be completed within 18 months. The instrument flight instruction and the skill test shall be completed within the period of validity of the pass of the theoretical knowledge examinations.
4. The course shall comprise:
  - (a) theoretical knowledge instruction to the IR(A) knowledge level;
  - (b) instrument flight instruction.

### **THEORETICAL KNOWLEDGE**

5. An approved competency-based modular IR(A) course shall comprise at least 80 hours of theoretical knowledge instruction. The theoretical knowledge course may contain computer-based training and e-learning elements. A minimum amount of classroom teaching as required by ORA.ATO.305 has to be provided.

### **FLYING TRAINING**

6. The method of attaining an IR(A) following this modular course is competency-based. However, the minimum requirements below shall be completed by the applicant. Additional training may be required to reach required competencies.
  - (a) A single-engine competency-based modular IR(A) course shall include at least 40 hours of instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 25 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
    - (i) When the applicant has:
      - (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
      - (B) prior experience of instrument flight time as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC
 these hours may be credited towards the 40 hours above up to maximum of 30 hours,

- (ii) When the applicant has prior instrument flight time under instruction other than specified in point (a)(i), these hours may be credited towards the required 40 hours up to a maximum of 15 hours.
- (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in an aeroplane at an ATO.
- (iv) The total amount of dual instrument instruction shall not be less than 25 hours.
- (b) A multi-engine competency-based modular IR(A) course shall include at least 45 hours instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 30 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
  - (i) When the applicant has:
    - (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
    - (B) prior experience of instrument flight time as PIC on aeroplanes, under a rating giving the privileges to fly under IFR and in IMC
 these hours may be credited towards the 45 hours above up to a maximum of 35 hours.
  - (ii) When the applicant has prior instrument flight time under instruction other than specified in point (b)(i), these hours may be credited towards the required 45 hours up to a maximum of 15 hours.
  - (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in a multi-engine aeroplane at an ATO.
  - (iv) The total amount of dual instrument instruction shall not be less than 25 hours, of which at least 15 hours shall be completed in a multi-engine aeroplane.
- (c) To determine the amount of hours credited and to establish the training needs, the applicant shall complete a pre-entry assessment at an ATO.
- (d) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) in accordance with point (a)(i) or (b)(i) shall be documented in a specific training record and signed by the instructor.

7. The flight instruction for the competency-based modular IR(A) shall comprise:

- (a) procedures and manoeuvres for basic instrument flight covering at least:
  - (i) basic instrument flight without external visual cues;
  - (ii) horizontal flight;
  - (iii) climbing;
  - (iv) descent;
  - (v) turns in level flight, climbing and descent;
  - (vi) instrument pattern;
  - (vii) steep turn;
  - (viii) radio navigation;
  - (ix) recovery from unusual attitudes;
  - (x) limited panel; and
  - (xi) recognition and recovery from incipient and full stall;

- (b) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents for the preparation of an IFR flight plan;
- (c) procedure and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least:
  - (i) transition from visual to instrument flight on take-off;
  - (ii) standard instrument departures and arrivals;
  - (iii) en route IFR procedures;
  - (iv) holding procedures;
  - (v) instrument approaches to specified minima;
  - (vi) missed approach procedures; and
  - (vii) landings from instrument approaches, including circling;
- (d) in-flight manoeuvres and particular flight characteristics;
- (e) if required, operation of a multi-engine aeroplane in the above exercises, including:
  - (i) operation of the aeroplane solely by reference to instruments with one engine simulated inoperative;
  - (ii) engine shutdown and restart (to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

8. Applicants for the competency-based modular IR(A) holding a Part-FCL PPL or CPL and a valid IR(A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the training course mentioned in paragraph 4. In order to be issued the IR(A), the applicant shall:

- (a) successfully complete the skill test for the IR(A) in accordance with Appendix 7;
- (b) demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR); and
- (c) have a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.

#### **PRE-ENTRY ASSESSMENT**

9. The content and duration of the pre-entry assessment shall be determined by the ATO based on the prior instrument experience of the applicant.

#### **MULTI-ENGINE**

10. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II and shall pass a skill test.

**B IR(H) — Modular flying training course**

- 1 The aim of the IR(H) modular flying training course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC.
- 2 An applicant for a modular IR(H) course shall be the holder of a PPL(H), or a CPL(H) or an ATPL(H). Prior to commencing the aircraft instruction phase of the IR(H) course, the applicant shall be the holder of the helicopter type rating used for the IR(H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in Multi-Pilot conditions.
- 3 An applicant wishing to undertake a modular IR(H) course shall be required to complete all the instructional stages in one continuous approved course of training.
- 4 The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
- 5 The course shall comprise:
  - (a) theoretical knowledge instruction to the IR knowledge level;
  - (b) instrument flight instruction.

**THEORETICAL KNOWLEDGE**

- 6 An approved modular IR(H) course shall comprise at least 150 hours of instruction.

**FLYING TRAINING**

- 7 A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:
  - (a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
  - (b) up to 35 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.

The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter.
- 8 A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;
  - (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
  - (b) up to 40 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.

The instrument flight instruction shall include at least 10 hours in an IFR-certificated multi-engine helicopter.

- 9.1 Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours.
- 9.2 The holder of an IR(A) may have the amount of training required reduced to 10 hours.
- 9.3 The holder of a PPL(H) with a helicopter night rating or a CPL(H) may have the total amount of instrument time under instruction required reduced by 5 hours.
- 10 The flying exercises up to the IR(H) skill test shall comprise:
  - (a) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
  - (b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
    - transition from visual to instrument flight on takeoff,
    - standard instrument departures and arrivals,
    - en-route IFR procedures,
    - holding procedures,
    - instrument approaches to specified minima,
    - missed approach procedures,
    - landings from instrument approaches, including circling;
  - (c) in-flight manoeuvres and particular flight characteristics;
  - (d) if required, operation of a multi-engine helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out in an FFS or FNPT II or FTD 2/3).

## **C IR(As) — Modular flying training course**

### **GENERAL**

- 1 The aim of the IR(As) modular flying training course is to train pilots to the level of proficiency necessary to operate airships under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:
  - (a) Basic Instrument Flight Module
 

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.
  - (b) Procedural Instrument Flight Module
 

This comprises the remainder of the training syllabus for the IR(As), 25 hours instrument time under instruction, and the theoretical knowledge course for the IR(As).

- 2 An applicant for a modular IR(As) course shall be the holder of a PPL(As) including the privileges to fly at night or a CPL(As). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(As), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.
- 3 An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(As) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
- 4 The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
- 5 The course shall comprise:
  - (a) theoretical knowledge instruction to the IR knowledge level;
  - (b) instrument flight instruction.

**THEORETICAL KNOWLEDGE**
- 6 An approved modular IR(As) course shall comprise at least 150 hours of theoretical knowledge instruction.
 

**FLYING TRAINING**
- 7 An IR(As) course shall comprise at least 35 hours instrument time under instruction of which up to 15 hours may be instrument ground time in an FNPT I, or up to 20 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
- 8 The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraph 7 reduced by 10 hours. The total instrument flight instruction in airship shall comply with paragraph 7.
- 9 If the applicant is the holder of an IR in another category of aircraft the total amount of flight instruction required may be reduced to 10 hours on airships.
- 10 The flying exercises up to the IR(As) skill test shall comprise:
  - (a) Basic Instrument Flight Module:
 

Procedure and manoeuvre for basic instrument flight covering at least:

basic instrument flight without external visual cues:

    - horizontal flight,
    - climbing,
    - descent,
    - turns in level flight, climbing, descent;

instrument pattern;

radio navigation;

recovery from unusual attitudes;

limited panel;

(b) Procedural Instrument Flight Module:

- (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
- (ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
  - transition from visual to instrument flight on take-off,
  - standard instrument departures and arrivals,
  - en-route IFR procedures,
  - holding procedures,
  - instrument approaches to specified minima,
  - missed approach procedures,
  - landings from instrument approaches, including circling;
- (iii) inflight manoeuvres and particular flight characteristics;
- (iv) operation of airship in the above exercises, including operation of the airship solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).



## Appendix 7 to Part-FCL IR Skill Test

- 1 An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test.
- 2 An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
- 3 Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

### CONDUCT OF THE TEST

- 4 The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.
- 5 Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
- 6 At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
- 7 An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
- 8 Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
- 9 An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

### FLIGHT TEST TOLERANCES

- 10 The applicant shall demonstrate the ability to:
  - operate the aircraft within its limitations;
  - complete all manoeuvres with smoothness and accuracy;

11	<ul style="list-style-type: none"> <li>• exercise good judgment and airmanship;</li> <li>• apply aeronautical knowledge; and</li> <li>• 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.</li> </ul> <p>The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.</p> <p>Height</p> <p>Generally <math>\pm 100</math> feet</p> <p>Starting a go-around at decision height/altitude <math>+50</math> feet/<math>-0</math> feet</p> <p>Minimum descent height/MAP/altitude <math>+50</math> feet/<math>-0</math> feet</p> <p>Tracking</p> <p>on radio aids <math>\pm 5^\circ</math></p> <p>Precision approach half scale deflection, azimuth and glide path</p> <p>Heading</p> <p>all engines operating <math>\pm 5^\circ</math></p> <p>with simulated engine failure <math>\pm 10^\circ</math></p> <p>Speed</p> <p>all engines operating <math>\pm 5</math> knots</p> <p>With Simulated Engine Failure <math>+10</math> Knots/<math>-5</math> Knots</p> <p><b>CONTENT OF THE TEST</b></p> <p><b>Aeroplanes</b></p>
----	---

<b>SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Pre-flight inspection
e	Weather Minima
f	Taxiing
g	Pre-take-off briefing, Take-off
h(°)	Transition to instrument flight
i(°)	Instrument departure procedures, altimeter setting
j(°)	ATC liaison - compliance, R/T procedures
<b>SECTION 2 — GENERAL HANDLING°</b>	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained $45^\circ$ bank turns and steep descending turns
d(*)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration — only applicable to aeroplanes
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes — only applicable to aeroplanes

<b>SECTION 3 — EN-ROUTE IFR PROCEDURES°</b>	
a	Tracking, including interception, e.g. NDB, VOR, RNAV
b	Use of radio aids
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique
d	Altimeter settings
e	Timing and revision of ETAs (en-route hold, if required)
f	Monitoring of flight progress, flight log, fuel usage, systems' management
g	Ice protection procedures, simulated if necessary
h	ATC liaison - compliance, R/T procedures
<b>SECTION 4 — PRECISION APPROACH PROCEDURES°</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d(+)	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed heading control (stabilised approach)
h(+)	Go-around action
i(+)	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
<b>SECTION 5 — NON-PRECISION APPROACH PROCEDURES°</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings
c	Approach and landing briefing, including descent/approach/landing checks
d(+)	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control (stabilised approach)
h(+)	Go-around action
i(+)	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
<b>SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only)°</b>	
a	Simulated engine failure after take-off or on go-around
b	Approach, go-around and procedural missed approach with one engine inoperative
c	Approach and landing with one engine inoperative
d	ATC liaison – compliance, R/T procedures

(\*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either section 4 or section 5.

(°) Must be performed by sole reference to instruments.

## Helicopters

<b>SECTION 1 – DEPARTURE</b>	
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections	
a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Pre-flight inspection
e	Weather minima
f	Taxiing/Air taxi in compliance with ATC or instructions of instructor
g	Pre-take-off briefing, procedures and checks
h	Transition to instrument flight
i	Instrument departure procedures
<b>SECTION 2 – GENERAL HANDLING</b>	
a	Control of the helicopter by reference solely to instruments, including:
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns
<b>SECTION 3 – EN-ROUTE IFR PROCEDURES</b>	
a	Tracking, including interception, e.g. NDB, VOR, RNAV
b	Use of radio aids
c	Level flight, control of heading, altitude and airspeed, power setting
d	Altimeter settings
e	Timing and revision of ETAs
f	Monitoring of flight progress, flight log, fuel usage, systems management
g	Ice protection procedures, simulated if necessary and if applicable
h	ATC liaison – compliance, R/T procedures
<b>SECTION 4 – PRECISION APPROACH</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control (stabilised approach)
h*	Go-around action
i*	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
*To be performed in section 4 or section 5.	
<b>SECTION 5 – NON-PRECISION APPROACH</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks

c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control (stabilised approach)
h*	Go-around action
i*	Missed approach procedure*/landing
j	ATC liaison – compliance, R/T procedures
*To be performed in section 4 or section 5.	
<b>SECTION 6 – ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:	
a	Simulated engine failure after take-off and on/during approach* (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) *Multi-engine helicopter only.
b	Failure of stability augmentation devices/hydraulic system (if applicable)
c	Limited panel
d	Autorotation and recovery to a pre-set altitude
e	Precision approach manually without flight director* Precision approach manually with flight director* *Only one item to be tested.

## Airships

<b>SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
Use of checklist, airmanship, ATC liaison compliance, R/T procedures, apply in all sections	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Pre-flight inspection
e	Weather minima
f	Pre-take-off briefing, off mast procedure, manoeuvring on ground
g	Take-off
h	Transition to instrument flight
i	Instrument departure procedures, altimeter setting
j	ATC liaison - compliance, R/T procedures
<b>SECTION 2 – GENERAL HANDLING</b>	
a	Control of the airship by reference solely to instruments
b	Climbing and descending turns with sustained rate of turn
c	Recoveries from unusual attitudes
d	Limited panel

**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 sections 1 through 5. The test shall have regard to control of the airship, identification of the failed engine, immediate actions, follow-up actions, checks and flying accuracy in the following situations:

a	Simulated engine failure after take-off or on go-around
b	Approach and procedural go-around with one engine inoperative
c	Approach and landing, missed approach procedure, with one engine inoperative
d	ATC liaison – compliance, R/T procedures

+ May be performed in either Section 4 or Section 5.

<b>Appendix 8 to Part-FCL Cross-crediting of the IR Part of a Class or Type Rating Proficiency Check</b>	
<b>A Aeroplanes</b> Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.	
<b>When a proficiency check including IR is performed, and the holder has a valid:</b>	<b>Credit is valid towards the IR part in a proficiency check for:</b>
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
* Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on an SP class or type of aeroplane in single pilot operations, or, for multi-engine non-high performance non-complex aeroplanes, the applicant has passed section 6 of the skill test for single-pilot non-high performance non-complex aeroplanes flown solely by reference to instruments in single-pilot operation.	
<b>B Helicopters</b> Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.	
<b>When a proficiency check, including IR, is performed and the holder has a valid:</b>	<b>Credit is valid towards the IR part in a proficiency check for:</b>
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. *
* Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.	

## Appendix 9 to Part-FCL Skill Tests

**TRAINING** – Skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

### A General

- 1 An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.
- 2 Failure to achieve a pass in all sections of the test in two attempts will require further training.
- 3 There is no limit to the number of skill tests that may be attempted.

### CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

- 4 Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction, 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 established in accordance with Part-21.
- 5 Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilot is qualified.

### CONDUCT OF THE TEST/CHECK

- 6 The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.<sup>†</sup>
- 7 During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
- 8 Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
- 9 At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.
- 10 An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.
- 11 During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.



- 12 The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

**Specific Requirements for the Skill Test/Proficiency Check for Multi-pilot Aircraft Type Ratings, for Single-Pilot Aeroplane Type Ratings, when Operated in Multi-Pilot Operations, for MPL and ATPL**

- 13 The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
- 14 The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.
- 15 The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:
- (a) management of crew cooperation;
  - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
  - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
- 16 The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
- 17 When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicant's licence.

**B Specific Requirements for the Aeroplane Category**

**PASS MARKS**

- 1 In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

- 2 In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than 5 items will require the applicant to take the entire test or check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

### **FLIGHTTESTTOLERANCE**

- 3 The applicant shall demonstrate the ability to:
- (a) operate the aeroplane within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge;
  - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
  - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
  - (g) communicate effectively with the other crew members, if applicable.

- 4 The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

#### Height

Generally  $\pm 100$  feet

Starting a go-around at decision height  $+ 50$  feet/-0 feet

Minimum descent height/altitude  $+ 50$  feet/-0 feet

#### Tracking

on radio aids  $\pm 5^\circ$

Precision approach half scale deflection, azimuth and glide path

#### Heading

all engines operating  $\pm 5^\circ$

with simulated engine failure  $\pm 10^\circ$

#### Speed

all engines operating  $\pm 5$  knots

with simulated engine failure  $+10$  knots/-5 knots

### **CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

- 5 Single-pilot aeroplanes, except for high performance complex aeroplanes

(a) The following symbols mean:

P= Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF)

X= Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure

P#= The training shall be complemented by supervised aeroplane inspection

- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (—>)

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator

FTD = Flight Training Device (including FNPT II for ME class rating)

- (c) The starred (\*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (\*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.
- (d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.
- (e) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.
- (f) An FFS or an FNPT II shall be used for practical training for type or multi-engine 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 as set out in the relevant requirements of Part-ARA and Part-ORA;
  - (ii) the qualifications of the instructors;
  - (iii) the amount of FFS or FNPT II training provided on the course; and
  - (iv) the qualifications and previous experience on similar types of the pilot under training.
- (g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.

**† NOTE: The meaning of 'available' in the context of the use of Full Flight Simulators and other training devices for pilot licensing purposes**

- (a) The following interpretation by the UK CAA is applicable to holders of UK-issued EASA (or JAR-FCL) licences only. Holders of licences issued by other Member States should seek advice from their own National Aviation Authority on its policy on this issue. All non-UK EASA Member State examiners wishing to conduct tests/checks on the holders of UK-issued licences must be briefed on UK policy in accordance with FCL.1015.
- (b) It is important to recognise that if the full flight simulator or other training device is defined as 'available' in this context it SHALL be used. In the event that the full flight simulator or other training device is considered 'not available' in this context then an aircraft may be used.
- (c) A full flight simulator or other training devices is considered 'available' when all of the following are satisfied:

- the full flight simulator or other training devices is approved for use within the scope of the EASA regulations; and
- the full flight simulator or other training devices is representative of the candidate's/operator's aircraft class or type and is serviceable; and
- the full flight simulator or other training devices is sufficiently representative of the particular configuration of the candidate's/operator's aircraft; and
- the full flight simulator or other training devices is accessible for use by instructors and examiners acceptable to the candidate/operator, who are appropriately trained and authorised; and
- the full flight simulator or other training devices is accessible for use within the scale and scope of the candidate's/operator's training and checking program; and
- the full flight simulator or other training devices is sufficiently accessible to allow normal programming within the candidate's/operator's crew roster patterns without excessive scheduling disruptions.

**NOTE 1:** An examiner intending to use a full flight simulator /other training devices must ensure a valid user approval has been issued in accordance with the applicable parts of the EASA Aircrew Regulation if applicable.

**NOTE 2:** An examiner conducting tests/checks or assessments of competence, outside of an AOC operation, who intends to use an aircraft for the purposes of Part FCL should advise Flight Crew Standards of their intent and why a simulator is not available against the criteria above. All UK AOC holders must advise their assigned Flight Operations Inspector of their intent to use an aircraft rather than a simulator that they consider to be not 'available' for training, testing or checking in accordance with the interpretation above. Clearly, an operator's SMS would play a key part in how the decision to use an aircraft is assessed.

SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	A		FFS A	
<b>SECTION 1</b>							
1	Departure						
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM						
1.2	Pre-start checks						
1.2.1	External	P#		P			
1.2.2	Internal			P		M	
1.3	Engine starting: Normal Malfunctions	P--->	--->	--->		M	
1.4	Taxiing		P--->	--->		M	
1.5	Pre-departure checks: Engine run-up (if applicable)	P--->	--->			M	
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P--->	--->			
1.7	Climbing: Vx/Vy Turns onto headings Level off		P--->	--->		M	
1.8	ATC liaison – Compliance, R/T procedure						
<b>SECTION 2</b>							
2	Airwork (VMC)						
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		P--->	--->			
2.2	Steep turns (360° left and right at 45° bank)		P--->	--->		M	

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	
2.3	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	
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable		P--->	--->		M	
2.5	ATC liaison – Compliance, R/T procedure						
<b>SECTION 3A</b>							
3A	En-route procedures VFR						
3A.1	(see B.5 (c) and (d)) 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						

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	
SECTION 3B							
3B	Instrument flight						
3B.1*	Departure IFR		P---	---		M	
3B.2*	En-route IFR		P---	---		M	
3B.3*	Holding procedures		P---	---		M	
3B.4*	ILS to DH/A of 200 ft (60 m) or to procedure minima (autopilot may be used to glideslope intercept)		P---	---		M	
3B.5*	Non-precision approach to MDH/A and MAP		P---	---		M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes	P---	---	---		M	
3B.7*	Failure of localiser or glideslope	P---	---	---			
3B.8*	ATC liaison – Compliance, R/T procedure						
Intentionally left blank							
SECTION 4							
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 ft above the runway (single-engine aeroplane only)		P---	---			

SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	A		FFS A	
4.6	Go-around from minimum height		P--->	--->		M	
4.7	Night go-around and landing (if applicable)	P--->	--->	--->			
4.8	ATC liaison – Compliance, R/T procedure						
<b>SECTION 5</b>							
5	Abnormal and emergency procedures (This section may be combined with sections 1 through 4)						
5.1	Rejected take-off at a reasonable speed		P--->	--->		M	
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)			P		M	
5.3	Simulated forced landing without power (single-engine aeroplanes only)			P		M	
5.4	Simulated emergencies: (i) fire or smoke in flight, (ii) systems' malfunctions as appropriate	P--->	--->	--->			
5.5	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P--->	--->	--->			
5.6	ATC liaison – Compliance, R/T procedure						



<b>SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES</b>	<b>PRACTICAL TRAINING</b>				<b>CLASS OR TYPE RATING SKILL TEST/PROF. CHECK</b>	
<b>Manoeuvres/Procedures</b>				<b>Instructor initials when training completed</b>	<b>Chkd in</b>	<b>Examiner initials when test completed</b>
	<b>FTD</b>	<b>FFS</b>	<b>A</b>		<b>FFS A</b>	

**Note 1:**

1.0 The CAA has determined that the engine shutdown and restart item of the CPL(A) and the MEP class rating skill tests may be completed in an FNPTII when the following conditions are met:

- a) The FNPTII must be qualified and approved in accordance with CS-FSTD(A) and ORA. FSTD; it must represent the aircraft used for test and must accurately simulate the yawing moment, performance and trim changes of that aircraft associated with feathering and un-feathering a propeller in flight.
- b) The engine shutdown and restart item of the skill test must still be completed in the aeroplane but may be simulated by "touch drill".
- c) The applicant must either:
  - i) present to the examiner evidence\*\* that engine shutdown and restart procedures have been previously completed in an FNPTII to the satisfaction of a CRE (ME) or FE CPL (ME), or;
  - ii) be tested by the examiner on engine shutdown and restart procedures in an FNPTII before or after all other sections and items of the CPL(A) skill test schedule have been completed in the aircraft.

\*\* The CAA will accept an entry in the applicant's training records, logbook or recommendation for test, signed by the examiner who observed satisfactory completion of the item in the FNPTII. The entry must include the qualification reference number of the FSTD used.

This alleviation can only be used where the ATO course approval includes the use of a qualified FNPTII and the FNPTII meets the requirements of paragraph (a) above. If these conditions are not met, the engine shutdown and restart must be completed in the aeroplane during the applicable skill test.

1.1 The CAA has also determined that item 5.5 of the MEP class rating skill test schedule should no longer be considered as a compulsory item for test. However, like all test/check items, it remains a discretionary item for selection by the examiner. In deciding whether to include a full engine shutdown and restart in the test schedule, the examiner must be satisfied that the exercise represents no particular hazard to flight safety having considered all factors including information published in the pilot's operating handbook/aircraft flight manual, manufacturer's service bulletins and other known threats and potential hazards.

**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--->	--->	--->X		M	
6.3*	Asymmetric approach and full stop landing	P--->	--->	--->X		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	
6.4	ATC liaison – Compliance, R/T procedure						

- 6 Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes
- (a) The following symbols mean:
- P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.
- X = Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.
- P# = The training shall be complemented by supervised aeroplane inspection.
- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).
- The following abbreviations are used to indicate the training equipment used:
- A = Aeroplane
- FFS = Full Flight Simulator
- FTD = Flight Training Device
- OTD = Other Training Devices
- (c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
- (d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
- (e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:
- the qualification of the FFS or FNPT II;
  - the qualifications of the instructors;
  - the amount of FFS or FNPT II training provided on the course; and
  - the qualifications and previous experience on similar types of the pilot under training.
- (f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.
- (g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.
- (h) In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.
- (i) In case of a restricted type rating issued in accordance with FCL.720.A(e), the applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the takeoff and landing phases.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
					Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
Manoeuvres/Procedures	OTD	FTD	FFS	A			
<b>SECTION 1</b>							
1 Flight preparation	P						
1.1 Performance calculation							
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	P#			P			
1.3 Cockpit inspection		P—>	—>	—>			
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P—>	—>	—>	—>		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P—>	—>			
1.6 Before take-off checks		P—>	—>	—>		M	
<b>SECTION 2</b>							
2 Take-offs							
2.1 Normal take-offs with different flap settings, including expedited take-off			P—>	—>			
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 V <sub>2</sub>							

<b>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES</b>	<b>PRACTICAL TRAINING</b>					<b>ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK</b>	
<b>Manoeuvres/Procedures</b>					<b>Instructor initials when training completed</b>	<b>Chkd in</b>	<b>Examiner initials when test completed</b>
	<b>OTD</b>	<b>FTD</b>	<b>FFS</b>	<b>A</b>		<b>FFS A</b>	
(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)			P---->	---->			
2.5.2* between V1 and V2			P	X		M FFS Only	
2.6 Rejected take-off at a reasonable speed before reaching V1			P---->	---->X		M	
<b>SECTION 3</b>							
3 Flight Manoeuvres and Procedures							
3.1 Turns with and without spoilers			P---->	---->			
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P---->	---->X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel	P---->	---->	---->	---->			

<b>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES</b>	<b>PRACTICAL TRAINING</b>					<b>ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK</b>	
<b>Manoeuvres/Procedures</b>					<b>Instructor initials when training completed</b>	<b>Chkd in</b>	<b>Examiner initials when test completed</b>
	<b>OTD</b>	<b>FTD</b>	<b>FFS</b>	<b>A</b>		<b>FFS A</b>	
Normal and abnormal operations of following systems:						M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0 Engine (if necessary propeller)	P---->	---->	---->	---->			
3.4.1 Pressurisation and air-conditioning	P---->	---->	---->	---->			
3.4.2 Pitot/static system	P---->	---->	---->	---->			
3.4.3 Fuel system	P---->	---->	---->	---->			
3.4.4 Electrical system	P---->	---->	---->	---->			
3.4.5 Hydraulic system	P---->	---->	---->	---->			
3.4.6 Flight control and Trim-system	P---->	---->	---->	---->			
3.4.7 Anti-icing/de-icing system, Glare shield heating	P---->	---->	---->	---->			
3.4.8 Autopilot/Flight director	P---->	---->	---->	---->		M (single pilot only)	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P---->	---->	---->	---->			
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		P---->	---->	---->			
3.4.11 Radios, navigation equipment, instruments, flight management system	P---->	---->	---->	---->			
3.4.12 Landing gear and brake	P---->	---->	---->	---->			
3.4.13 Slat and flap system	P---->	---->	---->	---->			
3.4.14 Auxiliary power unit	P---->	---->	---->	---->			

<b>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES</b>	<b>PRACTICAL TRAINING</b>					<b>ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK</b>	
<b>Manoeuvres/Procedures</b>					<b>Instructor initials when training completed</b>	<b>Chkd in</b>	<b>Examiner initials when test completed</b>
	<b>OTD</b>	<b>FTD</b>	<b>FFS</b>	<b>A</b>		<b>FFS A</b>	
Intentionally left blank							
3.6 Abnormal and emergency procedures:						M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1 Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P—>	—>	—>			
3.6.2 Smoke control and removal		P—>	—>	—>			
3.6.3 Engine failures, shutdown and restart at a safe height		P—>	—>	—>			
3.6.4 Fuel dumping (simulated)		P—>	—>	—>			
3.6.5 Wind shear at take-off/landing			P	X		FFS only	
3.6.6 Simulated cabin pressure failure/emergency descent			P—>	—>			
3.6.7 Incapacitation of flight crew member		P—>	—>	—>			
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—>	—>	—>			

<b>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES</b>	<b>PRACTICAL TRAINING</b>					<b>ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK</b>	
<b>Manoeuvres/Procedures</b>					<b>Instructor initials when training completed</b>	<b>Chkd in</b>	<b>Examiner initials when test completed</b>
	<b>OTD</b>	<b>FTD</b>	<b>FFS</b>	<b>A</b>		<b>FFS A</b>	
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---->	---->			
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* Precision approaches down to a decision height (DH) not less than 60 m (200 ft)							
3.9.3.1* manually, without flight director			P---->	---->		M (skill test only)	
3.9.3.2* manually, with flight director			P---->	---->			
3.9.3.3* with autopilot			P---->	---->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
<p>3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure</p> <p>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 ft above runway threshold elevation.</p> <p>In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.</p>			P--->	--->		M	
3.9.4* Non-precision approach 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	
					Instructor initials when training completed	Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	OTD	FTD	FFS	A		FFS A	
<p>3.9.5 Circling approach under following conditions:</p> <p>(a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by:</p> <p>(b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.</p> <p>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>			P*--->	--->			
<b>SECTION 4</b>							
4 Missed Approach Procedures							
4.1 Go-around with all engines operating* after an ILS approach 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--->	--->			
<b>SECTION 5</b>							

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
5 Landings 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH			P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P---->	An aircraft may not be used for this exercise			
5.3 Crosswind landings (a/c, if practicable)			P---->	---->			
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.							
<b>SECTION 6</b>							

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
					Instructor initials when training completed	Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	OTD	FTD	FFS	A		FFS A	
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 60 m (200 ft) 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* ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed			P—>	—>		M	

<b>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES</b>	<b>PRACTICAL TRAINING</b>					<b>ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK</b>	
<b>Manoeuvres/Procedures</b>					<b>Instructor initials when training completed</b>	<b>Chkd in</b>	<b>Examiner initials when test completed</b>
	<b>OTD</b>	<b>FTD</b>	<b>FFS</b>	<b>A</b>		<b>FFS A</b>	
<p>6.3* Go-around: after approaches as indicated in 6.2 on reaching DH.</p> <p>The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure</p>			P---->	---->		M*	
<p>6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</p>			P---->	---->		M	

**NOTE:** CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

<p><b>7 Class ratings – sea</b></p> <p>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.</p>		
<b>CLASS RATING SEA</b>	<b>PRACTICAL TRAINING</b>	
<b>Manoeuvres/Procedures</b>	<b>Instructor's initials when training completed</b>	<b>Examiner's initials when test completed</b>
<b>SECTION 1</b>		
<p>1 Departure</p> <p>1.1 Pre-flight including:</p> <p>Documentation</p> <p>Mass and Balance</p> <p>Weather briefing</p> <p>NOTAM</p>		

<b>CLASS RATING SEA</b>	<b>PRACTICAL TRAINING</b>	
<b>Manoeuvres/Procedures</b>	<b>Instructor's initials when training completed</b>	<b>Examiner's initials when test completed</b>
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)		
1.9 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		
1.10 Climbing Turns onto headings Level off		
1.11 ATC liaison – Compliance, R/T procedure		
<b>SECTION 2</b>		
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)		
2.3 Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only)		
2.4 ATC liaison – Compliance, R/T procedure		
<b>SECTION 3</b>		
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		

<b>CLASS RATING SEA</b>	<b>PRACTICAL TRAINING</b>	
<b>Manoeuvres/Procedures</b>	<b>Instructor's initials when training completed</b>	<b>Examiner's initials when test completed</b>
3.4 Use of radio navigation aids (if applicable)		
3.5 Flight management (flight log, routine checks including fuel, systems and icing)		
3.6 ATC liaison – Compliance, R/T procedure		
<b>SECTION 4</b>		
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 2000' above the water (single-engine aeroplane only)		
4.6 Go-around from minimum height		
4.7 Glassy water landing Rough water landing		
4.8 ATC liaison – Compliance, R/T procedure		
<b>SECTION 5</b>		
<b>5 Abnormal and emergency procedures</b> (This section may be combined with sections 1 through 4)		
5.1 Rejected take-off at a reasonable speed		
5.2 Simulated engine failure after take-off (single-engine aeroplane only)		
5.3 Simulated forced landing without power (single-engine aeroplane only)		
5.4 Simulated emergencies: (i) fire or smoke in flight (ii) systems' malfunctions as appropriate		
5.5 ATC liaison – Compliance, R/T procedure		
<b>SECTION 6</b>		
<b>6 Simulated asymmetric flight</b> (This section may be combined with sections 1 through 5)		
6.1 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS and FNPT II)		
6.2 Engine shutdown and restart (ME skill test only)		
6.3 Asymmetric approach and go-around		
6.4 Asymmetric approach and full stop landing		
6.5 ATC liaison – Compliance, R/T procedure		

**C Specific requirements for the helicopter category**

1 In case of skill test or proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

2 In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than 3 items will require the applicant to take the entire section 5 again. An applicant failing not more than 3 items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

**FLIGHTTESTTOLERANCE**

3 The applicant shall demonstrate the ability to:

- (a) operate the helicopter within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.

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
Starting a go-around at decision height/altitude	+50 feet/-0 feet
Minimum descent height/altitude	+50 feet/-0 feet

**Tracking:**

On radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path

**Heading:**

Normal operations	±5°
Abnormal operations/emergencies	±10°

**Speed:**

Generally	±10 knots
With simulated engine failure	+10 knots/-5 knots

## (b) VFR flight limits

## Height:

Generally	$\pm 100$ feet
-----------	----------------

## Heading:

Normal operations	$\pm 5^\circ$
-------------------	---------------

Abnormal operations/emergencies	$\pm 10^\circ$
---------------------------------	----------------

## Speed:

Generally	$\pm 10$ knots
-----------	----------------

With simulated engine failure	+ 10 knots/-5 knots
-------------------------------	---------------------

## Ground drift:

T.O. hover I.G.E.	$\pm 3$ feet
-------------------	--------------

Landing	$\pm 2$ feet (with 0 feet rearward or lateral flight)
---------	---

**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK****General**

- 5 The following symbols mean:

P=Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for MPH.

- 6 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

The following abbreviations are used to indicate the training equipment used:

FFS = Full Flight Simulator

FTD = Flight Training Device

H = Helicopter

- 7 The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.

- 8 Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.

- 9 Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

- 10 An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

- (i) the qualification of the FSTD as set out in the relevant requirements of Part-ARA and Part-ORA;
- (ii) the qualifications of the instructor and examiner;
- (iii) the amount of FSTD training provided on the course;
- (iv) the qualifications and previous experience in similar types of the pilot under training; and
- (v) the amount of supervised flying experience provided after the issue of the new type rating.



**MULTI-PILOT HELICOPTERS**

- 11 Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.
- 12 Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only sections 1 to 4 and, if applicable, section 6.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
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	—>	—>			
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	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
2.5	Climbing and descending turns to specified headings	P	—>	—>		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	—>	—>		M	
2.6	Autorotative descent	P	—>	—>		M	
2.6.1	Autorotative landing (SEH only) or power recovery		P	—>		M	
2.7	Landings, various profiles		P	—>		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL		P	—>		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	—>		M	
<b>SECTION 3 — Normal and abnormal operations of the following systems and procedures</b>							
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	—>	—>			
3.12	Area Navigation System	P	—>	—>			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
3.13	Landing gear system	P	—>	—>			
3.14	Auxiliary power unit	P	—>	—>			
3.15	Radio, navigation equipment, instruments flight management system	P	—>	—>			
<b>SECTION 4 – Abnormal and emergency procedures</b>							
4	Abnormal and emergency procedures					M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	—>	—>			
4.2	Smoke control and removal	P	—>	—>			
4.3	Engine failures, shutdown and restart at a safe height	P	—>	—>			
4.4	Fuel dumping (simulated)	P	—>	—>			
4.5	Tail rotor control failure (if applicable)	P	—>	—>			
4.5.1	Tail rotor loss (if applicable)	P	—>	Heli- copter 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	—>	—>			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
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	ILS approaches down to CAT I decision height	P*	--->*	--->*			
5.4.1	Manually, without flight director	P*	--->*	--->*		M*	
5.4.2	Precision approach manually, with or without flight director	P*	--->*	--->*		M*	
5.4.3	With coupled autopilot	P*	--->*	--->*			
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	P*	--->*	--->*		M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	--->*	--->*		M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/ MDH	P*	--->*	--->*			
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*	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures					Instructor initials when training completed	Chkd in	Examiner initials when test completed
		FTD	FFS	H		FFS H	
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 applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within six months.

### **FLIGHT TEST TOLERANCE**

- 2 The applicant 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        |
| Starting a go-around at decision height/altitude | +50 feet/-0 feet |
| Minimum descent height/altitude                  | +50 feet/-0 feet |

## Tracking:

On radio aids	$\pm 5^\circ$
Precision approach	half scale deflection, azimuth and glide path

## Heading:

Normal operations	$\pm 5^\circ$
Abnormal operations/emergencies	$\pm 10^\circ$

## Speed:

Generally	$\pm 10$ knots
With simulated engine failure	+10 knots/-5 knots

## (b) VFR flight limits:

## Height:

Generally	$\pm 100$ feet
-----------	----------------

## Heading:

Normal operations	$\pm 5^\circ$
Abnormal operations/emergencies	$\pm 10^\circ$

## Speed:

Generally	$\pm 10$ knots
With simulated engine failure	+10 knots/-5 knots

## Ground drift:

T.O. hover I.G.E.	$\pm 3$ feet
Landing	$\pm 2$ feet (with 0 feet rearward or lateral flight)

**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

- 4 The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

- 5 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

- 6 The following abbreviations are used to indicate the training equipment used:

FFS	=	Full Flight Simulator
FTD	=	Flight Training Device
OTD	=	Other Training Device
PL	=	Powered-lift aircraft

- (a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall take sections 1 to 5 and, if applicable, section 6.
- (b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall take sections 1 to 5 and, if applicable section 6 and/or 7.
- (c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

7	Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
8	<p>Flight Simulation Training Devices shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:</p> <p>(a) the qualification of the flight simulation training devices as set out in the relevant requirement of Part-ARA and Part-ORA;</p> <p>(b) the qualifications of the instructor.</p>

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
SECTION 1 — Pre-flight 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 instructions or with instructions of an instructor		P	---	---			
1.5	Pre-take-off procedures and checks including Power Check	P	---	---	---		M	
SECTION 2 — Flight manoeuvres and procedures								
2.1	Normal VFR take-off profiles; Runway operations (STOL and VTOL) including crosswind Elevated heliports Ground level heliports		P	---	---		M	

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
2.2	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P	→				
2.3.1	Rejected take-off: during runway operations during elevated heliport operations during ground level operations		P	→			M	
2.3.2	Take-off with simulated engine failure after passing decision point: during runway operations during elevated heliport operations during ground level operations		P	→			M	
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/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
2.5.1	Landing with simulated engine failure after reaching decision point: during runway operations during elevated heliport operations during ground level operations							
2.6	Go-around or landing following simulated engine failure before decision point		P	---			M	
<b>SECTION 3 – Normal and abnormal operations of the following systems and procedures:</b>								
3	Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):						M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---	---				
3.2	Pressurisation and air conditioning (heating, ventilation)	P	---	---				
3.3	Pitot/static system	P	---	---				
3.4	Fuel System	P	---	---				
3.5	Electrical system	P	---	---				
3.6	Hydraulic system	P	---	---				
3.7	Flight control and Trim-system	P	---	---				
3.8	Anti-icing and de-icing system, glare shield heating (if fitted)	P	---	---				
3.9	Autopilot/Flight director	P	---	---				
3.10	Stall warning devices or stall avoidance devices and stability augmentation devices	P	---	---				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
3.11	Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)	P	—>	—>				
3.12	Landing gear system	P	—>	—>				
3.13	Auxiliary power unit	P	—>	—>				
3.14	Radio, navigation equipment, instruments and flight management system	P	—>	—>				
3.15	Flap system	P	—>	—>				
<b>SECTION 4 – Abnormal and emergency procedures</b>								
4	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)						M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable	P	—>	—>				
4.2	Smoke control and removal	P	—>	—>				
4.3	Engine failures, shutdown and restart (an aircraft shall not be used for this exercise) including OEI conversion from helicopter to aeroplane modes and vice versa	P	—>	—>			FFS only	
4.4	Fuel dumping (simulated, if fitted)	P	—>	—>				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
4.5	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	—>	—>				
4.9	Transmission malfunctions	P	—>	—>			FFS only	
4.10	Recovery from a full stall (power on and off) or after activation of stall warning devices in climb, cruise and approach configurations (an aircraft shall not be used for this exercise)	P	—>	—>			FFS only	
4.11	Other emergency procedures as detailed in the appropriate Flight Manual	P	—>	—>				
<b>SECTION 5 – Instrument Flight Procedures (to be performed in IMC or simulated IMC)</b>								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	—>*	—>*				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
5.1.1	Simulated engine failure during departure after decision point	P*	—>*	—>*			M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	—>*	—>*			M*	
5.3	Holding procedures	P*	—>*	—>*				
5.4	Precision approach down to a decision height not less than 60 m (200 ft)	P*	—>*	—>*				
5.4.1	Manually, without flight director	P*	—>*	—>*			M* (Skill test only)	
5.4.2	Manually, with flight director	P*	—>*	—>*				
5.4.3	With use of autopilot	P*	—>*	—>*				
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued either to touchdown, or through to the completion of the missed approach procedure)	P*	—>*	—>*			M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	—>*	—>*			M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	—>*	—>*				

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
5.6.1	Other missed approach procedures	P*	—>*	—>*				
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*					M*	
5.7	IMC autorotation with power recovery to land on runway in helicopter mode only (an aircraft shall not be used for this exercise)	P*	—>*	—>*			M* FFS only	
5.8	Recovery from unusual attitudes (this one depends on the quality of the FFS)	P*	—>*	—>*			M*	
<b>SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III)</b>								
6	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III).  The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all powered-lift aircraft equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used							

POWERED-LIFT AIRCRAFT CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	PL		FFS PL	
6.1	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 procedures of crew coordination (SOPs) shall be observed		P	→	→		M*	
6.3	Go-around after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure		P	→	→		M*	
6.4	Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed		P	→			M*	
<b>SECTION 7 Optional equipment</b>								
7	Use of optional equipment		P	→	→			

**E Specific requirements for the airship category**

- 1 In the case of skill tests or proficiency checks for airship type ratings the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test or proficiency check shall be completed within six months.

**FLIGHTTESTTOLERANCE**

- 2 The applicant shall demonstrate the ability to:
- (i) operate the airship within its limitations;
  - (ii) complete all manoeuvres with smoothness and accuracy;
  - (iii) exercise good judgement and airmanship;
  - (iv) apply aeronautical knowledge;
  - (v) 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;
  - (vi) understand and apply crew coordination and incapacitation procedures; and
  - (vii) 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
Starting a go-around at decision height/altitude	+50 feet/-0 feet
Minimum descent height/altitude	+50 feet/-0 feet

## Tracking:

On radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path

## Heading:

Normal operations	±5°
Abnormal operations/emergencies	±10°

**(b) VFR flight limits:**

## Height:

Generally	±100 feet
-----------	-----------

## Heading:

Normal operations	±5°
Abnormal operations/emergencies	±10°

**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

- 4 The following symbols mean:
- P= Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

5	The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).
6	<p>The following abbreviations are used to indicate the training equipment used:</p> <p>FFS = Full Flight Simulator</p> <p>FTD = Flight Training Device</p> <p>OTD = Other Training Device</p> <p>As = Airship</p> <p>(a) Applicants for the skill test for the issue of the airship shall take sections 1 to 5 and, if applicable, section 6.</p> <p>(b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall take sections 1 to 5 and, if applicable section 6.</p> <p>(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.</p>
7	Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
8	<p>Flight Simulation Training Devices shall be used for practical training and testing if they form part of a type rating course. The following considerations will apply to the a course:</p> <p>(a) the qualification of the flight simulation training devices as set out in the relevant requirement of Part-ARA and Part-ORA;</p> <p>(b) the qualifications of the instructor.</p>

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
SECTION 1 — Pre-flight preparations and checks								
1.1	Pre-flight inspection				P			
1.2	Cockpit inspection	P	---	---	---			
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies		P	---	---		M	
1.4	Off Mast procedure and Ground Manoeuvring			P	---		M	
1.5	Pre-take-off procedures and checks	P	---	---	---		M	



AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
SECTION 2 — Flight manoeuvres and procedures								
2.1	Normal VFR take-off profile			P	---		M	
2.2	Take-off with simulated engine failure			P	---		M	
2.3	Take-off with heaviness > 0 (Heavy T/O)			P	---			
2.4	Take-off with heaviness < 0 (Light/TO)			P	---			
2.5	Normal climb procedure			P	---			
2.6	Climb to Pressure Height			P	---			
2.7	Recognising of Pressure Height			P	---			
2.8	Flight at or close to Pressure Height			P	---		M	
2.9	Normal descent and approach			P	---			
2.10	Normal VFR landing profile			P	---		M	
2.11	Landing with heaviness > 0 (Heavy Ldg.)			P	---		M	
2.12	Landing with heaviness < 0 (Light Ldg.)			P	---		M	
	Intentionally left blank							
SECTION 3 — Normal and abnormal operations of the following systems and procedures								
3	Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):						M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---	---	---			
3.2	Envelope Pressurisation	P	---	---	---			
3.3	Pitot/static system	P	---	---	---			
3.4	Fuel system	P	---	---	---			
3.5	Electrical system	P	---	---	---			

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
3.6	Hydraulic system	P	—>	—>	—>			
3.7	Flight control and Trim-system	P	—>	—>	—>			
3.8	Ballonet system	P	—>	—>	—>			
3.9	Autopilot/Flight director	P	—>	—>	—>			
3.10	Stability augmentation devices	P	—>	—>	—>			
3.11	Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)	P	—>	—>	—>			
3.12	Landing gear system	P	—>	—>	—>			
3.13	Auxiliary power unit	P	—>	—>	—>			
3.14	Radio, navigation equipment, instruments and flight management system	P	—>	—>	—>			
	Intentionally left blank							
<b>SECTION 4 – Abnormal and emergency procedures</b>								
4	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)						M	A mandatory minimum of 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	—>	—>	—>			
4.3	Engine failures, shutdown and restart In 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/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
4.5	Transmission/Gearbox malfunctions	P	—>	—>	—>		FFS only	
4.6	Other emergency procedures as outlined in the appropriate Flight Manual	P	—>	—>	—>			
<b>SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)</b>								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	—>*	—>*	—>*			
5.1.1	Simulated engine failure during departure	P*	—>*	—>*	—>*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	—>*	—>*	—>*		M*	
5.3	Holding procedures	P*	—>*	—>*	—>*			
5.4	Precision approach down to a decision height not less than 60 m (200 ft)	P*	—>*	—>*	—>*			
5.4.1	Manually, without flight director	P*	—>*	—>*	—>*		M* (Skill test only)	
5.4.2	Manually, with flight director	P*	—>*	—>*	—>*			
5.4.3	With use of autopilot	P*	—>*	—>*	—>*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure	P*	—>*	—>*	—>*		M*	

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	—>*	—>*	—>*		M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	—>*	—>*	—>*			
5.6.1	Other missed approach procedures	P*	—>*	—>*	—>*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*					M*	
5.7	Recovery from unusual attitudes (this one depends on the quality of the FFS)	P*	—>*	—>*	—>*		M*	
<b>SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III)</b>								
6	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.							

AIRSHIP CATEGORY		PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures						Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
		OTD	FTD	FFS	As		FFS As	
6.1	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 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*	
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*	
<b>SECTION 7 – Optional equipment</b>								
7	Use of optional equipment		P	--->				

INTENTIONALLY LEFT BLANK

## **Part M                    ICAO and EASA Language Proficiency Requirements for Flight Crew**

### **1                    Applicability**

In March 2003, ICAO amended Annex I to the International Convention on Civil Aviation to include a requirement for all aeroplane and helicopter pilots, flight navigators and air traffic controllers to be proficient in their command of the languages that they use for radio communication. A proficiency scale of 1 to 6 is specified, with Level 6 being the standard of a native speaker of the language. The requirement was later extended to include the pilots of airships and powered lift aircraft.

ICAO Annex 1 specifies the minimum standard for the holder of a licence to be Level 4. It also specifies that licence holders assessed as Level 4 or 5 shall be re-tested periodically but that a person assessed as Level 6 need not be re-tested. The maximum periods between tests stated in the ICAO documents for Levels 4 and 5 are recommendations only. If the language proficiency of an individual is assessed as being below Level 4 (i.e. 1, 2 or 3) that individual may not hold a licence that includes radiotelephony privileges. The ICAO standards apply to the language “used for radio communication”; ICAO permits languages other than English in circumstances where flight crew and air traffic controllers share another common language.

Under European legislation the European Commission, assisted by EASA, must ensure that the requirements set out in the EASA Aircrew Regulation for Part-FCL licences meet or exceed ICAO standards. Similarly, the CAA is required under UK legislation to ensure that national licences comply with ICAO standards where applicable. The ICAO standards for language proficiency are already in use in the UK and the other EASA Member States, but the EASA Aircrew Regulation makes their application mandatory and imposes a common format for showing language proficiency on Part-FCL licences.

For Part-FCL licences, the language proficiency standards are set out in Part-FCL. These are equivalent to the standards already in use in the UK. Part-FCL states that holders of an Instrument Rating shall demonstrate language proficiency in English. The CAA applies the EASA standards and procedures to both Part-FCL licences and national licences issued by the CAA.

Whilst the EU regulations include language proficiency standards (as they are included in ICAO Annex 1), they do not include the requirements to be complied with to be granted a licence to operate radio communication equipment installed in an aircraft; such licences remain under national legislation. In the UK this is a Flight Radiotelephony Operator’s Licence (FRTOL) – See Section 6 of this CAP 804.

Part-FCL specifies that pilots who are to use radiotelephony shall demonstrate language proficiency. Such proficiency is required, in ENGLISH, for the issue of a UK FRTOL. Where a pilot accepts the limitation of flying non-radio only, or the pilot is the holder of a sailplane or balloon licence, Part-FCL does not require language proficiency to be demonstrated; but it is always required for a UK FRTOL to be valid.

### **2                    Privileges**

The demonstration of language proficiency does not provide any privileges, but the privileges of a FRTOL may not be exercised unless the language proficiency demonstration of the holder of that licence is valid. (i.e. To use a FRTOL the holder must have English language proficiency Level 6, or non-expired English language proficiency at Level 4 or 5).

### 3 Requirements

The requirements for language proficiency are specified in Part-FCL FCL.055. Compliance with these requirements is mandatory for the holders of Part-FCL licences in the circumstances set out in FCL.055, and compliance is mandatory for the holder of a United Kingdom FRTOL.

In FCL.055:

“Operational Level” means ICAO Level 4

“Extended Level” means ICAO Level 5

“Expert Level” means ICAO Level 6

Information relating to the Levels is set out in Appendix 2 to Part-FCL.

#### **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.
- (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:
  - (1) communicate effectively in voice-only and in face-to-face situations;
  - (2) communicate on common and work-related topics with accuracy and clarity;
  - (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
  - (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
  - (5) use a dialect or accent which is intelligible to the aeronautical community.
- (c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency endorsement shall be reevaluated 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 en-route instrument rating (EIR).* Without prejudice to the paragraphs above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at a level that allows them to:
  - (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;
  - (2) use radio telephony in all phases of flight, including emergency situations;
  - (3) communicate with other crew members during all phases of flight, including flight preparation.
- (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 competent authority.



Part-ARA specifies that the language proficiency level and validity shall be stated on a Part-FCL licence.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

For further information and guidance refer to Part-FCL AMC No.1 to FCL.055 and ICAO Doc 9832, Appendix A Part III and Appendix B.

### **4.1 Methods of Testing**

#### **a) At the Radiotelephony Test**

During the practical test for the UK FRTOL an Examiner who has Level 6 proficiency in English and is authorised by the CAA as an English Language Assessor, will assess the applicant's proficiency in English. If the examiner assesses the candidate as being Expert Level 6 (the standard of a native speaker of English) he may certify to that effect by submitting a Form SRG1199 to the CAA. If the Examiner considers that the applicant is not at Level 6 the Examiner must not give a proficiency endorsement. The applicant should then seek an expert assessment, such as through a CAA approved language school as under (c) below. A FRTOL will not be issued unless and until the applicant has a valid endorsement of language proficiency at Level 4, 5 or 6.

#### **b) At a Flight Test**

Type Rating Examiners (TREs), Flight Examiners (FEs) and Class Rating Examiners (CREs), who have themselves been assessed as proficient at Level 6 in English and are authorised by the CAA as English Language Assessors, may include assessment of the language proficiency of existing holders of licences issued by the UK CAA (Part-FCL or national) as part of the licence proficiency check that is conducted for the revalidation or renewal of a rating or certificate. If the examiner assesses the candidate as being Expert Level 6 (the standard of a native speaker of English) he may certify to that effect by submitting a Form SRG1199 to the CAA. If the Examiner considers that the applicant is not at Level 6 the Examiner must not give a proficiency endorsement. The applicant should then seek an expert assessment, such as through a CAA approved language school as under (c) below. A UK FRTOL held by a licence holder will not be valid unless and until the applicant has a valid endorsement of language proficiency at Level 4, 5 or 6.

#### **c) Through a Language School**

Applicants choosing to be tested by a language school should verify that the school is approved by or is acceptable to the CAA for the purpose of language assessment. A list of language schools acceptable to the CAA may be found on the CAA website ([www.caa.co.uk](http://www.caa.co.uk)) under Language Proficiency.

#### **d) At a Training Organisation**

Many CAA approved ATOs offer language training modules that meet the requirements of Part-FCL.055 as part of an individual's overall training package. Language proficiency may be determined by this means where the school is approved by the CAA for the purpose. A list of training organisation acceptable to the CAA for the determination of language proficiency may be found on the CAA website ([www.caa.co.uk](http://www.caa.co.uk)) under Language Proficiency.

#### **e) Other Acceptable Means**

Language proficiency may also be assessed by other means acceptable to the CAA. Such means of assessment may be determined by an operator or organisation to make efficient use of their own resources, but in any case must be

approved by the CAA and meet the requirements of Part-FCL.055 before being put into effect.

## 5 Additional Information

### 5.1 Transitional arrangements for existing UK licence holders

In order to comply with the ICAO obligations the UK CAA has, since 2008, issued licences that include the statement "Language Proficiency: English". To facilitate this it was accepted by the CAA at that time that any holder of a UK FRTOL would be proficient to at least Level 4. The Level of proficiency is not stated on licences issued by the CAA prior to 17 September 2012, but CAA records for individual pilots will show Level 4 for FRTOL holders (expiring 4 years after the licence was issued), or Level 5 or 6 if acceptable evidence of proficiency to those levels has been submitted to the CAA.

To comply with the EASA Aircrew Regulation, Part-FCL licences issued by the CAA that include a radio licence must show the level of language proficiency. From 17 September 2012 onwards, applicants for new or replacement licences, or for the conversion of national licences, must supply evidence of language proficiency in English – (or have previously been accepted by the CAA as being at a level that has not expired on the date the new licence is issued).

### 5.2 Language Assessment

UK licence holders who need to obtain, revalidate, or renew a language proficiency endorsement for a licence issued or previously granted by the UK CAA may do so by:

- a) i) Assessment by any of the methods set out in Paragraph 4.1. (i.e. A Level 6 assessment by an examiner during a radio test, skill test, proficiency check, or assessment of competence; assessment to Level 4, 5 or 6 at a language school or at an ATO approved by the CAA for the purpose); or
- ii) Assessment at Level 6 only with the holder of UK CAA-issued Examiner Certificate in accordance with Appendix 2 to Part-FCL and the guidance published in the Guidance to Examiners conducting Language Assessments (i.e. A face-to-face aviation discussion not associated with a Skill test or proficiency check).

A UK Examiner Certificate is any holder of a valid RTF Examiner, FE, TRE, CRE, IRE, SFE or FIE certificate issued by the UK CAA.

Examiners can only assess candidates as being Expert Level 6 in English.

Where the assessment was conducted in association with a Skill Test, Proficiency Check, Assessment of Competence or Flight Radio Practical Test then the Examiner will complete the appropriate Examiners Report confirming that the candidate has demonstrated proficiency at Level 6.

Examiners conducting an assessment of Language Proficiency not in association with a Skill Test, Proficiency Check, Assessment of Competence or Flight Radio Practical Test, in accordance with 5.1 a) ii) above, will complete Form SRG 1199, to confirm that the candidate has demonstrated proficiency at Level 6.

Where the examiner cannot be satisfied that the applicant is at Level 6 the examiner must not give a proficiency endorsement. In such cases the alternative means of assessment of paragraph 4.1 c), d), or e) must be used.

### 5.3 **Acceptable Languages**

The CAA will only include language proficiency in English in a licence. The CAA promotes the use of English language in aviation for safety reasons, and does not maintain the capability to assess competence in other languages.

### 5.3 **Pilots Under Training**

For safety reasons, the language proficiency standards should be complied with by students flying solo (under the direction of an instructor) on any flight where the radio may be used.

If there is doubt over the student's proficiency in English, the school should require the student to undergo an assessment as under 4.1 (c) or (d) above. The student should not be permitted to fly solo using the radio unless/until they are assessed as level 4 or higher in the English language.

INTENTIONALLY LEFT BLANK

## Part N Medical Certificates

### 1 Applicability

1.1 Prior to 17 September 2012, in the UK a pilot could obtain:

- a JAR-FCL 3 Class 1 Medical Certificate;
- a JAR-FCL 3 Class 2 Medical Certificate; or
- a Medical Declaration (through his/her GP).

For ATPLs and CPLs a Class 1 Medical Certificate was required.

For a PPL(A) or PPL(H) a Class 2 (or Class 1) Medical Certificate was required.

For the NPPL(Aeroplanes/SLMG/Microlight), PPL(Gyroplanes) and PPL(Balloons and Airships) a Medical Declaration (or Class 1 or Class 2 Medical Certificate) was required.

1.2 Under the Aircrew Regulation (effective from 17 September 2012) Part-MED applies for EASA (and JAR) licences. Part-MED makes provision for:

- a Part-MED Class 1 Medical Certificate;
- a Part-MED Class 2 Medical Certificate; and
- a Part-MED LAPL Medical Certificate.

1.3 For UK national aeroplane licences the NPPL Medical Declaration remains available.

1.4 For ATPLs and CPLs a Class 1 Medical Certificate is required.

1.5 For a PPL(A), PPL(H), SPL and BPL a Class 2 (or Class 1) Medical Certificate is required.

1.6 For any LAPL, an LAPL Medical Certificate (or Class 1 or Class 2 Medical Certificate) is required.

1.7 For the UK NPPL(Aeroplanes/SLMG/Microlight), PPL(Gyroplanes) PPL(Balloons and Airships) and a restricted CPL(Balloons) a UK Medical Declaration is required; a Part-MED LAPL, Class 1 or Class 2 Medical Certificate is acceptable.

1.8.1 The UK Medical Declaration is not acceptable to support an EASA LAPL in place of an LAPL Medical Certificate.

1.8.2 The UK Medical Declaration is not acceptable to support a UK NPPL(H)

1.9 A mutually recognised JAR-FCL 3 compliant Medical Certificate issued before 17 September 2012 is deemed to be an EASA Medical Certificate with effect from 8 April 2012 or on its date of issue, whichever is later. On revalidation/renewal a Part-MED certificate will be issued.

### 2 Privileges

In order to exercise the privileges of any licence, a pilot must hold a valid medical certificate for the licence held.

### 3 Requirements

#### 3.1 UK Medical Declaration

The minimum medical requirement for a National Private Pilot Licence (NPPL), except the NPPL(H), is a declaration of medical fitness by the pilot, countersigned by their general practitioner (GP). The GP must be licensed to practise in the United Kingdom.

The UK Medical Declaration is an acceptable level of medical fitness for the holder of a:

- UK NPPL(Aeroplanes) (SSEA, SLMG or Microlight) – but not the NPPL(H);
- UK PPL(Gyroplanes);
- UK PPL(Microlight Aeroplanes);
- UK PPL(Balloons and Airships); or a
- UK CPL(Balloons) that is restricted to Aerial Work.

**NOTE:** The UK Medical Declaration may be used with PPL(A) issued by the CAA in specific circumstances under the terms of a general exemption. See Information Notice [IN 2012/100](#).

The GP must have reviewed the applicant's medical records in order to countersign the Medical Declaration. If you have no GP or your GP will not provide a countersignature (there is no NHS contractual obligation to do so), a Part-MED Medical Certificate is required.

##### 3.1.1 The Process

A pilot seeking to obtain an NPPL Medical Declaration should download and print off the Medical Declaration form and associated documents ('[Notes for the Pilot](#)', '[Notes for the GP](#)' and '[Guidance on Medical Conditions for a Medical Declaration](#)'<sup>1</sup>) and take them to his/her GP. The GP will be able to seek further advice from an Aviation Organisation Medical Adviser if required. Details of how a GP may contact a Medical Adviser are given in the 'Notes for the GP'.

The validity period of the Medical Declaration is dependent on age. The periods of validity are stated in the Notes for the GP and the Medical Declaration Form. The minimum age for GP countersignature is 6 months prior to your 16th birthday. A pilot may not fly as pilot in command without a valid Medical Declaration or Certificate. A student pilot may not fly solo until they have obtained a valid Medical Declaration or Certificate. The Medical Declaration (or a copy) must be sent to the relevant Aviation Organisation for your type of flying (see below) when requested e.g. for licence issue. The GP should retain a copy in the pilot's medical record. The pilot must retain the original.

##### 3.1.2 The Standards

The medical standards are based on the DVLA driving medical standards. If there is nothing in a pilot's medical history which would stop him reaching a DVLA Group 2 standard for professional driving, he can obtain a National PPL without any medical limitations. If the pilot has a past history of a significant medical condition but meets the Group 1 standard for private driving, he will only be permitted to fly either solo or with another "[safety](#)" pilot qualified on the aircraft type. A pilot acting as a safety pilot must be appropriately briefed. Other limitations may be imposed on individual pilots depending on the advice received from a Medical Adviser. The GP's countersignature is to confirm the lack of any medical history which would preclude the pilot from meeting the appropriate DVLA standard. The GP is entitled to charge for this service.

### 3.1.3 **Decrease in Medical Fitness**

There is a requirement to revalidate a Medical Declaration at periodic intervals as stated on the medical declaration form. However, if a pilot ever has any doubt about his fitness to fly, it is his responsibility to refrain from flying and discuss the situation with his GP. Pilots should advise any doctor they consult that they are a pilot and discuss their fitness to fly with their GPs whenever: their medical condition changes; additional investigations are required; or if they start, stop or change any medication or treatment.

### 3.1.4 **Medical Enquiries**

General medical enquiries should be directed to the most appropriate organisation for your particular flying (not the CAA or the DVLA). Contact details are as follows:

#### **Simple Single Engine Aircraft (SSEA), Self-Launching Motor Gliders and CAA Exemption ORS4 865 (or latest version)**

National Pilot Licensing Group (NPLG) Ltd

Turweston Aerodrome

Nr. Brackley

Northamptonshire NN13 5YD

Telephone: 01280 846786

Website: [www.nationalprivatepilotslicence.co.uk](http://www.nationalprivatepilotslicence.co.uk) or [www.nppl.uk.com](http://www.nppl.uk.com)

#### **Microlight Aircraft**

British Microlight Aircraft Association (BMAA)

The Bullring

Deddington

Banbury

Oxfordshire OX15 0TT

Telephone: 01869 338888

Website: [www.bmaa.org](http://www.bmaa.org)

#### **Balloons and Airships**

British Balloon and Airship Club

BBAC Information Officer

c/o Cameron Balloons Ltd

St John Street

BEDMINSTER

Bristol BS3 4NH

Telephone: 0117 9637216

Email: [information@bbac.org](mailto:information@bbac.org)

Website: [www.bbac.org](http://www.bbac.org)

#### **Gyroplanes**

British Rotorcraft Association

Email: [gyro@flex.co.uk](mailto:gyro@flex.co.uk)

Website: [www.gyroflight.co.uk](http://www.gyroflight.co.uk)

### 3.1.5 **Further information about the NPPL**

For further information about the NPPL please see the NPPL website: [www.nppl.uk.com](http://www.nppl.uk.com) or [www.nationalprivatepilotslicence.co.uk](http://www.nationalprivatepilotslicence.co.uk)

### 3.2 EASA Part-MED Medical Certificates

An applicant for an EASA Medical certificate shall comply with the following Part-MED requirements (where the text has been edited for clarity; refer to Part-MED for full text version):

The following requirements are the most relevant text relating to Aircrew set out in Part-MED. For the full text refer to Part-MED. In case of doubt, the text of Part-MED published as Annex IV to the EASA Aircrew Regulation applies. An AeMC is an Aeromedical Centre.

#### **MED.A.020 Decrease in medical fitness**

- (a) Licence holders shall not exercise the privileges of their licence and related ratings or certificates at any time when they:
  - (1) are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges;
  - (2) take or use any prescribed or non-prescribed medication which is likely to interfere with the safe exercise of the privileges of the applicable licence;
  - (3) receive any medical, surgical or other treatment that is likely to interfere with flight safety.
- (b) In addition, licence holders shall, without undue delay, seek aero-medical advice when they:
  - (1) have undergone a surgical operation or invasive procedure;
  - (2) have commenced the regular use of any medication;
  - (3) have suffered any significant personal injury involving incapacity to function as a member of the flight crew;
  - (4) have been suffering from any significant illness involving incapacity to function as a member of the flight crew;
  - (5) are pregnant;
  - (6) have been admitted to hospital or medical clinic;
  - (7) first require correcting lenses.
- (c) In these cases:
  - (1) holders of class 1 and class 2 medical certificates shall seek the advice of an AeMC or AME. The AeMC or AME shall assess the medical fitness of the licence holder and decide whether they are fit to resume the exercise of their privileges;
  - (2) holders of LAPL medical certificates shall seek the advice of an AeMC or AME, or the GMP who signed the medical certificate. The AeMC, AME or GMP shall assess the medical fitness of the licence holders and decide whether they are fit to resume the exercise of their privileges.

#### **MED.A.030 Medical certificates**

- (a) A student pilot shall not fly solo unless that student pilot holds a medical certificate, as required for the relevant licence.
- (b) Applicants for and holders of a light aircraft pilot licence (LAPL) shall hold at least an LAPL medical certificate.
- (c) Applicants for and holders of a private pilot licence (PPL), a sailplane pilot licence (SPL), or a balloon pilot licence (BPL) shall hold at least a class 2 medical certificate.



- (d) Applicants for and holders of an SPL or a BPL involved in commercial sailplane or balloon flights shall hold at least a class 2 medical certificate.
- (e) If a night rating is added to a PPL or LAPL, the licence holder shall be colour safe.
- (f) Applicants for and holders of a commercial pilot licence (CPL), a multi-crew pilot licence (MPL), or an airline transport pilot licence (ATPL) shall hold a class 1 medical certificate.
- (g) If an instrument rating is added to a PPL, the licence holder shall undertake pure tone audiometry examinations in accordance with the periodicity and the standard required for class 1 medical certificate holders.
- (h) A licence holder shall not at any time hold more than one medical certificate issued in accordance with this Part.

#### **MED.A.035      Application for a medical certificate**

- (a) Applications for a medical certificate shall be made in a format established by the competent authority.
- (b) Applicants for a medical certificate shall provide the AeMC, AME or GMP as applicable, with:
  - (1) proof of their identity;
  - (2) a signed declaration:
    - (i) of medical facts concerning their medical history;
    - (ii) as to whether they have previously undergone an examination for a medical certificate and, if so, by whom and with what result;
    - (iii) as to whether they have ever been assessed as unfit or had a medical certificate suspended or revoked.
- (c) When applying for a revalidation or renewal of the medical certificate, applicants shall present it to the AeMC, AME or GMP prior to the relevant examinations.

#### **MED.A.040      Issue, revalidation and renewal of medical certificates**

- (a) A medical certificate shall only be issued, revalidated or renewed once the required medical examinations have been completed and a fit assessment is made.
- (b) Initial issue
  - (1) Class 1 medical certificates shall be issued by an AeMC.
  - (2) Class 2 medical certificates shall be issued by an AeMC or an AME.
  - (3) LAPL medical certificates shall be issued by an AeMC, an AME or, if permitted under the national law of the licensing authority, by a GMP.
- (c) Revalidation and renewal
  - (1) Class 1 and class 2 medical certificates shall be revalidated or renewed by an AeMC or an AME.
  - (2) LAPL medical certificates shall be revalidated or renewed by an AeMC, an AME or, if permitted under the national law of the licensing authority, by a GMP.
- (d) The AeMC, AME or GMP shall only issue, revalidate or renew a medical certificate if:
  - (1) the applicant has provided them with a complete medical history and, if required by the AeMC, AME or GMP, results of medical examinations and tests conducted by the applicant's doctor or any medical specialists;

- (2) they have conducted the aero-medical assessment based on the medical examinations and tests as required for the relevant medical certificate to verify that the applicant complies with all the relevant requirements of this Part.
- (3) The AME, AeMC or, in the case of referral, the licensing authority may require the applicant to undergo additional medical examinations and investigations when clinically indicated.
- (e) The licensing authority may issue or re-issue a medical certificate, as applicable, if:
  - (1) a case is referred;
  - (2) it has identified that corrections to the information on the certificate are necessary.

**MED.A.045      Validity, revalidation and renewal of medical certificates**

(a) Validity

- (1) Class 1 medical certificates shall be valid for a period of 12 months.
- (2) The period of validity of class 1 medical certificates shall be reduced to 6 months for licence holders who:
  - (i) are engaged in single-pilot commercial air transport operations carrying passengers and have reached the age of 40;
  - (ii) have reached the age of 60.
- (3) Class 2 medical certificates shall be valid for a period of:
  - (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
  - (ii) 24 months between the age of 40 and 50. A medical certificate issued prior to reaching the age of 50 shall cease to be valid after the licence holder reaches the age of 51; and
  - (iii) 12 months after the age of 50.
- (4) LAPL medical certificates shall be valid for a period of:
  - (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
  - (ii) 24 months after the age of 40.
- (5) The validity period of a medical certificate, including any associated examination or special investigation, shall be:
  - (i) determined by the age of the applicant at the date when the medical examination takes place; and
  - (ii) calculated from the date of the medical examination in the case of initial issue and renewal, and from the expiry date of the previous medical certificate in the case of revalidation.

(b) Revalidation

Examinations for the revalidation of a medical certificate may be undertaken up to 45 days prior to the expiry date of the medical certificate.

(c) Renewal

- (1) If the holder of a medical certificate does not comply with (b), a renewal examination shall be required.

- (2) In the case of class 1 and class 2 medical certificates:
  - (i) if the medical certificate has expired for more than 2 years, the AeMC or AME shall only conduct the renewal examination after assessment of the aero-medical records of the applicant;
  - (ii) if the medical certificate has expired for more than 5 years, the examination requirements for initial issue shall apply and the assessment shall be based on the revalidation requirements.
- (3) In the case of LAPL medical certificates, the AeMC, AME or GMP shall assess the medical history of the applicant and perform the aero-medical examination in accordance with MED.B.095.

**MED.A.050 Referral**

- (a) If an applicant for a class 1 or class 2 medical certificate is referred to the licensing authority in accordance with MED.B.001, the AeMC or AME shall transfer the relevant medical documentation to the licensing authority.
- (b) If an applicant for an LAPL medical certificate is referred to an AME or AeMC in accordance with MED.B.001, the GMP shall transfer the relevant medical documentation to the AeMC or AME.

**MED.B.001 Limitations to medical certificates**

- (a) Limitations to class 1 and class 2 medical certificates
  - (1) If the applicant does not fully comply with the requirements for the relevant class of medical certificate but is considered to be not likely to jeopardise flight safety, the AeMC or AME shall:
    - (i) in the case of applicants for a class 1 medical certificate, refer the decision on fitness of the applicant to the licensing authority as indicated in Subpart B;
    - (ii) in cases where a referral to the licensing authority is not indicated in Subpart B, evaluate whether the applicant is able to perform his/her duties safely when complying with one or more limitations endorsed on the medical certificate, and issue the medical certificate with limitation(s) as necessary;
    - (iii) in the case of applicants for a class 2 medical certificate, evaluate whether the applicant is able to perform his/her duties safely when complying with one or more limitations endorsed on the medical certificate, and issue the medical certificate with limitation(s) as necessary in consultation with the licensing authority;
    - (iv) The AeMC or AME may revalidate or renew a medical certificate with the same limitation without referring the applicant to the licensing authority.
- (b) Limitations to LAPL medical certificates:
  - (1) If a GMP, after due consideration of the applicant's medical history, concludes that the applicant does not fully meet the requirements for medical fitness, the GMP shall refer the applicant to an AeMC or AME, except those requiring a limitation related only to the use of corrective lenses.

- (2) If an applicant for an LAPL medical certificate has been referred, the AeMC or AME shall give due consideration to MED.B.095, evaluate whether the applicant is able to perform their duties safely when complying with one or more limitations endorsed on the medical certificate and issue the medical certificate with limitation(s) as necessary. The AeMC or AME shall always consider the need to restrict the pilot from carrying passengers (OPL).
  - (3) The GMP may revalidate or renew an LAPL medical certificate with the same limitation without referring the applicant to an AeMC or AME.
- (c) When assessing whether a limitation is necessary, particular consideration shall be given to:
  - (1) whether accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardise flight safety;
  - (2) the applicant's ability, skill and experience relevant to the operation to be performed.
- (d) Operational limitation codes
  - (1) Operational multi-pilot limitation (OML – Class 1 only)
    - (i) When the holder of a CPL, ATPL or MPL does not fully meet the requirements for a class 1 medical certificate and has been referred to the licensing authority, it shall assess whether the medical certificate may be issued with an OML 'valid only as or with qualified co-pilot'.
    - (ii) The holder of a medical certificate with an OML shall only operate an aircraft in multi-pilot operations when the other pilot is fully qualified on the relevant type of aircraft, is not subject to an OML and has not attained the age of 60 years.
    - (iii) The OML for class 1 medical certificates shall only be imposed and removed by the licensing authority.
  - (2) Operational Safety Pilot Limitation (OSL – Class 2, LAPL only)
    - (i) The holder of a medical certificate with an OSL limitation shall only operate an aircraft if another pilot fully qualified to act as pilot-in-command on the relevant class or type of aircraft is carried on board, the aircraft is fitted with dual controls and the other pilot occupies a seat at the controls.
    - (ii) The OSL for class 2 medical certificates may be imposed or removed by an AeMC or AME in consultation with the licensing authority only.
  - (3) Operational Passenger Limitation (OPL – Class 2 and LAPL only)
    - (i) The holder of a medical certificate with an OPL limitation shall only operate an aircraft without passengers on board.
- (e) Any other limitation may be imposed on the holder of a medical certificate if required to ensure flight safety.
- (f) Any limitation imposed on the holder of a medical certificate shall be specified therein.

**MED.B.005 General**

(a) Applicants for a medical certificate shall be free from any:

- (1) abnormality, congenital or acquired;
- (2) active, latent, acute or chronic disease or disability;
- (3) wound, injury or sequelae from operation;
- (4) effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken;

that would entail a degree of functional incapacity which is likely to interfere with the safe exercise of the privileges of the applicable licence or could render the applicant likely to become suddenly unable to exercise the privileges of the licence safely.

**MED.B.095 Medical examination of applicants for LAPL medical certificates**

(a) An applicant for an LAPL medical certificate shall be assessed based on aero-medical best practice.

(b) Special attention shall be given to the applicant's complete medical history.

(c) The aero-medical examination shall include at least the following:

- (1) clinical examination;
- (2) blood pressure;
- (3) urine test;
- (4) vision;
- (5) hearing ability.

(d) After the first issue of an LAPL medical certificate, the aero-medical examinations until the age of 50 can be reduced with due regard to the evaluation of the applicant's medical history.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK AMC and GM published by the CAA for these requirements will be found at [www.caa.co.uk/medical](http://www.caa.co.uk/medical).

### **4.1 Guidance Material for MED.B.001(d)(2) – OSL**

Circumstances may arise where an ab-initio student has a medical condition that may require applying the OSL to their medical certificate, but the assessment cannot be definitive until they have received sufficient flying training to demonstrate their flying ability to an examiner. In such cases the CAA may decide to apply the OSL so that the student cannot fly solo pending further assessment. The student will be advised that when they are first ready to go solo they must arrange with the CAA to have a medical flight test with a nominated Flight Instructor Examiner or CAA Staff Examiner. If the student passes the test the OSL may be removed or amended so that they may continue with their training, including solo flight. However, if the determination is that the OSL must remain in place, the student will not be able to fly solo and so will not be able to obtain a licence.

## 5 Additional Information

### **FLIGHT INSTRUCTION AND SKILL TESTING IN AEROPLANES/HELICOPTERS – LIMITATIONS FOR HOLDERS OF CLASS 1 MEDICAL CERTIFICATE WITH OPERATIONAL MULTI-CREW LIMITATION (OML)**

#### 5.1 Aeroplanes

##### 5.1.1 Instructing/Examining

A fixed-wing instructor or examiner who is subject to an OML and, for the purposes of instructing or examining is using a licence with the relevant privileges that requires a Class 1 Medical Certificate, may only give instruction or conduct skill tests in aircraft fitted with dual controls and under circumstances where the student is competent to act as pilot-in-command should the instructor or examiner suffer incapacitation, taking full account of the conditions under which the instruction or skill test is being carried out.

Generally, a student will be considered to be competent to act as pilot-in-command if he:

- a) holds a current licence (UK or non-UK) which would entitle him to act as pilot-in-command of the aircraft if the flight were a private flight; or
- b) was, within the period of six months immediately preceding the flight, serving as a qualified pilot of an aeroplane in any of the naval, military or air forces of Her Majesty or of a foreign state, and holds a current medical certificate appropriate to the intended licence or rating; or
- c) was, within the period of six months immediately preceding the flight, employed as a pilot by an airline operating aeroplanes registered in a Contracting State other than the United Kingdom, and holds a current medical certificate appropriate to the intended licence or rating; or
- d) is undergoing an integrated course for the CPL(A) or CPL(A)/IR, approved by the CAA and has:
  - i) completed Phase 2 of the integrated course for single-engine piston flying, or
  - ii) completed the training and class/type rating skill test for multi-engine aeroplanes.

Tables 1 and 2 show a matrix of the activities permissible.

**Table 1** Flight instruction allowable by Aeroplane Instructors with a Class 1 medical certificate with OML

	<b>Flight Instructor (FI)</b>	<b>Class Rating Instructor (CRI)</b>	<b>Type Rating Instructor (TRI)</b>	<b>Instrument Rating Instructor (IRI)</b>
Ab-initio PPL instruction before first solo cross-country	Yes			
Ab-initio PPL instruction post first solo cross-country	Yes			
CPL instruction (Integrated course) – single-engine (before completion of Phase 2); multi-engine (before LST pass)	No			
CPL instruction (Integrated course) – single-engine (post completion of Phase 2); multi-engine (post LST pass)	Yes			
CPL instruction (Modular course – non-current ICAO PPL holders)	No			
CPL instruction (Modular course – current ICAO PPL holders)	Yes (in VMC only)			
Instruction for issue of additional single-pilot type/class ratings	No	No		
Instruction for renewal of single-pilot type/class ratings	No	No		
Instruction for revalidation of SEP or TMG class ratings	Yes			
Differences training	Yes	Yes	Yes	
Instruction for issue of a Night Qualification	No			
Instruction to regain night flying currency for carriage of passengers	Yes			
Instruction for issue and renewal of an IMC rating	Yes (in VMC only)			Yes (in VMC only)
Instruction for issue and renewal of an IR	Yes (in VMC only)*			Yes (in VMC only)*
Instruction for issue of a multi-pilot type rating – (including ZFTT)			No	
Instruction for renewal of multi-pilot type rating			No	

\*Except where the student holds a current and valid IMC rating or a valid non-JAA UK CPL(A), when instruction may be given in airspace and meteorological conditions appropriate to the privileges of an IMC rating.

**Table 2** Flight instruction allowable by Aeroplane Examiners with a Class 1 medical certificate with OML

	<b>Flight Examiner (PPL)</b>	<b>Flight Examiner (CPL)</b>	<b>Class Rating Examiner (CRE)</b>	<b>Type Rating Examiner (TRE)</b>	<b>Flight Instructor Examiner (FIE)</b>
PPL(A) Skill Test	Yes (in VMC only)	Yes (in VMC only)			Yes (in VMC only)
CPL(A) Skill Test		Yes (in VMC only)			
IMC Skill Test	Yes (in VMC only)	Yes (in VMC only)	Yes (in VMC only) (CRE(IRR) only)		Yes (in VMC only)
IMC Revalidation Test	Yes	Yes	Yes (in VMC only) (CRE(IRR) only)		Yes
IMC Renewal Test	Yes (in VMC only)	Yes (in VMC only)	Yes (in VMC only) (CRE(IRR) only)		Yes (in VMC only)
IR Renewal (SPA (under 5 years))			Yes (in VMC only) (CRE(IRR) only)		
Skill Test (LST) for issue of an additional single-pilot type or class rating	No	No	No		No
Proficiency Check (LPC) for revalidation of a single-pilot type or class rating	Yes	Yes	Yes		Yes
Skill Test (LST) or Proficiency Check (LPC) (as appropriate) for renewal of a single-pilot type or class rating	No	No	No		No
Skill Test (LST) for issue of a multi-pilot type rating				No	
Proficiency Check (LPC) for revalidation of a multi-pilot type rating				Yes	
Proficiency Check (LPC) for renewal of a multi-pilot type rating				No	



## 5.2 Helicopters

### 5.2.1 Instructing/Examining

A helicopter instructor or examiner who is subject to an OML and, for the purposes of instructing or examining is using a licence with the relevant privileges that requires a Class 1 Medical Certificate, may only give instruction or conduct skill tests in aircraft fitted with dual controls and under circumstances where the student is competent to act as pilot-in-command should the instructor or examiner suffer incapacitation, taking full account of the conditions under which the instruction or skill test is being carried out.

Generally, a student will be considered to be competent to act as pilot-in-command if he:

- a) holds a current licence (UK or non-UK) which would entitle him to act as pilot-in-command of the aircraft if the flight were a private flight; or
- b) was, within the period of six months immediately preceding the flight, serving as a qualified pilot of a helicopter in any of the naval, military or air forces of Her Majesty or of a foreign state, and holds a current medical certificate appropriate to the intended licence or rating; or
- c) was, within the period of six months immediately preceding the flight, employed as a pilot by an airline operating helicopters registered in a Contracting State other than the United Kingdom, and holds a current medical certificate appropriate to the intended licence or rating; or
- d) is undergoing an integrated course for the CPL(H) or CPL(H)IR, approved by the CAA and has completed Phase 1 of the integrated course.

Tables 3 and 4 show a matrix of the activities permissible.

**Table 3** Flight instruction allowable by Helicopter Instructors with a Class 1 medical certificate with OML

	<b>Flight Instructor (FI)</b>	<b>Type Rating Instructor (TRI)</b>	<b>Instrument Rating Instructor (IRI)</b>
Ab-initio PPL instruction before first solo cross-country	Yes		
Ab-initio PPL instruction post first solo cross-country	Yes		
CPL instruction (Integrated course) (before completion of Phase 1)	No		
CPL instruction (Integrated course) (post completion of Phase 1)	Yes		
CPL instruction (Modular course) - non-current or non-type rated ICAO PPL holders	No		
CPL instruction (Modular course) - current, type rated ICAO PPL holders	Yes (in VMC only)		
Instruction for issue of additional single-pilot type ratings	No	No	
Instruction for renewal of single-pilot type ratings	No	No	
Differences training	Yes	Yes	
Instruction for issue of a Night Qualification	No		
Instruction to regain night flying currency for carriage of passengers	Yes		
Instruction for issue & renewal of an IR rating	Yes (in VMC only)		Yes (in VMC only)
Instruction for issue of a multi-pilot type rating		No	
Instruction for renewal of multi-pilot type rating		No	

**Table 4** Flight instruction allowable by Helicopter Examiners with a Class 1 medical certificate with OML

	<b>Flight Examiner (PPL)</b>	<b>Flight Examiner (CPL)</b>	<b>Type Rating Examiner (TRE)</b>	<b>Flight Instructor Examiner (FIE)</b>
PPL(H) Skill Test	Yes (in VMC only)	Yes (in VMC only)		Yes (in VMC only)
CPL(H) Skill Test		Yes (in VMC only)		
IR Revalidation (SPH)			Yes (TRE(IRR) only)	
IR Renewal (SPH) (under 5 years)			Yes (in VMC only) (TRE(IRR) only)	
Skill Test (LST) for issue of an additional single-pilot type rating	No	No	No	No
Proficiency Check (LPC) for revalidation of a single-pilot type rating	Yes	Yes	Yes	Yes
Skill Test (LST) or Proficiency Check (LPC) (as appropriate) for renewal of a single-pilot type rating	No	No	No	No
Skill Test (LST) for issue of a multi-pilot type rating			No	
Proficiency Check (LPC) for revalidation of a multi-pilot type rating			Yes	
Proficiency Check (LPC) for renewal of a multi-pilot type rating			No	
Skill Test or Proficiency Check for issue, revalidation or renewal of a FI rating – non current or non-type rated candidates				No
Skill Test or Proficiency Check for issue, revalidation or renewal of a FI rating – current, type rated candidates				Yes

INTENTIONALLY LEFT BLANK

## Part O Credits for Military Pilots

This Part sets out the credits for Part-FCL licences available to UK military pilots. These are established in a Credit Report prepared by 22 (Training) Group, RAF, in consultation with the CAA, and submitted to the European Aviation Safety Agency in accordance with the requirements of Article 10 of Commission Regulation (EU) No 1178/2011 as amended.

Article 10 states:

### **Article 10 Credit for pilot licences obtained during military service**

In order for holders of military flight crew licences to obtain Part-FCL licences, they shall apply to the Member State where they served.

The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Annex I in accordance with the elements of a credit report established by the Member State in consultation with the Agency.

The credit report shall:

- (a) describe the national requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued;
- (b) describe the scope of the privileges that were given to the pilots;
- (c) indicate for which requirements of Annex I credit is to be given;
- (d) indicate any limitations that need to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations;
- (e) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant national requirements and procedures.

### **1 Applicability**

The Military Accreditation Scheme (MAS) sets out the credits for UK Military Flight Crews for the purpose of obtaining Part-FCL licences and ratings. The MAS does not make provision for maintaining a Part-FCL licence/rating on the basis of military service or military testing. Part-FCL licences/ratings or certificates may only be maintained by satisfying the Part-FCL revalidation/renewal requirements set out in Section 4 for the licence/rating or certificate, as applicable.

Applicants seeking to take advantage of these arrangements must comply with the requirements as they are specified in this part. Applications based upon combining partial compliance with the requirements for alternative routes will not be accepted.

**Credits have been established for United Kingdom Armed Forces (UKAF) military qualifications explicitly referenced in this Part only. No other credits are available.**

**The CAA will not assess the eligibility of individual military applicants or grant credits outside the scope of those set out in this Part.**

Individual service personnel requiring advice on the civil requirements to be met taking account of military credit should seek the advice of the ATO where they intend to do their training/testing.

Questions regarding the derivation of the accreditation scheme or suggestions for generic enhancements should be directed in writing to: FT ME SO2, Directorate of Flying Training, Building 1300, MoD Abbey Wood, BRISTOL, BS34 8JH or by e-mail to [22TrgGp-MAS@mod.uk](mailto:22TrgGp-MAS@mod.uk)

### Terminology

- a) The scheme for military credits is termed the Military Accreditation Scheme (MAS).
- b) Service and ex-Service personnel of the UK Armed Forces (UKAF) who have graduated from the Elementary Flying Training (EFT) Course element of UKAF aeroplane training are termed EFT Graduates (EFTGs).
- c) Service and ex-Service personnel of the UKAF who have successfully passed the Single Engine Rotary Training Course element of UKAF helicopter training are termed Single Engine Rotary Pilots (SERPs).
- d) Service and ex-Service personnel of the UKAF who have been awarded a UKAF pilot's flying badge ('wings') on aeroplanes are termed Qualified Military Pilots (Aeroplanes) (QMP(A)s).
- e) Service and ex-Service personnel in the UKAF who have been awarded a UKAF pilot's flying badge ('wings') on helicopters are termed Qualified Military Pilots (Helicopters) (QMP(H)s).
- f) QMP(A)s who have been awarded an instructor category (or who have been assessed as Competent to Instruct) as a QFI or QPI on aeroplanes are termed QFIs.
- g) QMP(H)s who have been awarded an instructor category (or who have been assessed as Competent to Instruct) as a QHI on helicopters are termed QHIs.
- h) BFJT – Basic Fast Jet Training (pilot training course)
- i) MEPT – Multi Engine Pilot Training (pilot training course)
- j) SERP – Single Engine Rotary Pilot (pilot training course)
- k) SERW – Single Engine Rotary Wing (pilot training course)
- l) SLIC – 60 Sqn Lead In Course (pilot training course)
- m) MERW – Multi Engine Rotary Wing (pilot training course)

## 2 Privileges

N/A

## 3 Requirements

Applicants who qualify for credits under the terms of the MAS may apply for the theoretical knowledge examination and skill test for a licence as specified in this Part; or for a licence with lower privileges if the applicable requirements are met.

Flight hours in military aircraft as logged in UKAF military logbooks are recognised and accepted toward meeting the licence, class and type rating experience prerequisites of Part-FCL licences, ratings or certificates as appropriate.

Military Pilots qualified as an EFTG, SERP or QMP in this Part shall be credited the RTF Practical Test. Credit for theoretical knowledge examinations is included in Section 6.

### 3.1 **Credits available for EFTGs and QMP(A)s for an LAPL(A) or PPL(A)**

EFTGs or QMP(A)s shall meet all of the requirements for the issue of a Part-FCL LAPL(A) or PPL(A) for aeroplanes, as applicable.

Refer to:

Section 4, Part B, Subpart 1 for the full LAPL (A) requirements, or

Section 4, Part C, Subpart 1 for the full PPL (A) requirements.

EFTG or QMP(A)s applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Theoretical Knowledge Credits**

EFTGs or QMP(A)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(A) (FCL.120) or PPL(A) (FCL.215), as applicable.

#### **Flying Experience Credits**

EFTGs or QMP(A)s with a minimum of 10 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of an LAPL(A) or a PPL(A), as appropriate.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class rating as set out in Part FCL Subpart H (or experience for endorsement on an LAPL(A)) for the aeroplane used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate single pilot single-engine class military aeroplane, suitably equipped for the purpose, which has an EASA civilian equivalent class, or
- an appropriate single pilot single-engine class civilian aeroplane following training to the satisfaction of the Head of Training at an ATO.

### 3.2 **Credits available for QMP(A)s for a CPL(A)**

QMP(A)s shall meet all of the requirements for the issue of a Part-FCL CPL(A) for aeroplanes.

Refer to:

Section 4, Part D, Subpart 1 for the full CPL(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements for a CPL(A).

#### **Theoretical Knowledge Credits**

QMP(A)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs A-E, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(A) or CPL(A), as applicable.

An applicant who passes the examinations at ATPL(A) level is reminded that the calendar validity periods for examinations set out in Part-FCL apply. Unless an IR(A) or ATPL(A) is gained within the calendar validity of the pass result, the theoretical knowledge examinations must be passed again to qualify for the IR(A) or ATPL(A).

### Flying Experience Credits

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(A).

- BFJT (or legacy course) graduates shall take that skill test in a single pilot single-engine aeroplane.
- FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL Skill test.
- MEPT (or legacy course) graduates may take that skill test in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class or type rating as set out in Part-FCL Subpart H for the aeroplane to be used for the test.

The aeroplane used for the skill test shall meet the requirements for training aeroplanes and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP(A), suitably equipped for the purpose, which has an EASA civilian equivalent class or type, or
- an appropriate class of civilian aeroplane following training to the satisfaction of the Head of Training at an ATO, or
- an appropriate type of civilian aeroplane provided that the applicant has completed the Part-FCL requirements for inclusion of the rating for that type in a Part-FCL licence except the type rating skill test.

### 3.3 Credits available for QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) for a CPL(A) with IR(A)

QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL CPL(A) and IR rating for aeroplanes.

Refer to:

Section 4, Part D, Subpart 1 for the full CPL(A) requirements, and

Section 4, Part G, Subpart 1 for the full IR(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements for aeroplanes.

### Theoretical Knowledge Credits

QMP(A)s who hold or have held a military Unrestricted Green IR(aeroplane) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs A-C and FCL 615, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(A) or CPL(A) and IR(A), as applicable.

An applicant who passes the examinations at IR(A) or ATPL(A) level is reminded that the calendar validity periods for examination passes set out in Part-FCL apply. Unless an IR(A) or ATPL(A) are gained within the calendar validity of the pass results, the theoretical knowledge examinations must be passed again to qualify for the IR(A) or ATPL(A).



## Flying Experience Credits

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(A) and skill test for the IR(A).

- BFJT (or legacy course) graduates shall take the skill tests in a single pilot single-engine aeroplane.
- FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL Skill test and approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- MEPT (or legacy course) graduates may take the skill tests in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of a Part-FCL licence or aircraft rating shall have fulfilled the experience requirements and prerequisites for the issue of a class or type rating as set out in Part FCL Subpart H for the aeroplane used for the test.

The aeroplane used for the CPL(A) skill test shall meet the requirements for training aeroplanes and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent class or type, or
- a civilian aeroplane of the appropriate class following training to the satisfaction of the Head of Training at an ATO, or
- an appropriate type of civilian aeroplane provided that the applicant has completed the Part-FCL requirements for inclusion of the rating for that type in a Part-FCL licence except the type rating skill test.

### 3.4 Credits available for a Qualified Military Pilot (Aeroplanes) (QMP(A)s) who holds or has held a Military Restricted Green Instrument Rating (Aeroplane)

Qualified Military Pilots (Aeroplanes) (QMP(A)s) who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL CPL(A) and/or IR rating for aeroplanes. QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

Refer to;

Section 4, Part D, Subpart 1 for the full CPL (A) requirements, and

Section 4, Part G, Subpart 1 for the full IR (A) requirements

Credits are available for Qualified Military Pilots (Aeroplanes) (QMP(A)s) who holds or has held a Military Restricted Green Instrument Rating (Aeroplane) towards the requirements for the issue of a Part-FCL CPL(A) and/or IR rating for aeroplanes.

**Theoretical knowledge Credits:**

QMP(A)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL 315 and Appendix 3, paragraphs A-C or Appendix 6, paragraph A, as applicable, prior to attempting the theoretical knowledge examination for the ATPL(A), CPL(A)IR or IR(A) rating, as applicable.

**Flying Experience Credits:**

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill tests for the issue of a CPL(A).

A QMP who holds or has held a Military Restricted Green Instrument Rating (Aeroplane) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(A) skill test for the addition of an IR(A) rating to a Part-FCL CPL(A). This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- BFJT (or legacy course) graduates shall take the skill tests in a single pilot single-engine aeroplane,
- FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL Skill test, and for the addition of an IR, approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- MEPT (or legacy course) graduates may take the skill tests in a single engine or single pilot multi-engine aeroplane.

The aeroplane used for the skill tests shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear. Applicants for the issue of a Part-FCL licence or Rating shall have fulfilled the experience requirements and prerequisites for the issue of a Class or Type rating as set out in Part FCL Subpart H for the aeroplane used for the test.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in,

- an appropriate class or type of military aeroplane, suitably equipped for the purpose, which has an EASA civilian equivalent class or type, or
- a civilian aeroplane of the appropriate class following training to the satisfaction of the Head of Training of an ATO, Or
- an appropriate type of civilian aeroplane provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

### 3.5 **Credits available for QMP(A)s who hold or have held an Operational Category to operate military multi-pilot aircraft for an ATPL(A)**

QMP(A)s who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Aeroplane) to operate military multi-pilot aeroplanes shall meet all the requirements for the issue of a Part-FCL ATPL(A) for aeroplanes.

Refer to:

Section 4, Part F, Subpart 1 for the full ATPL(A) requirements.

QMP(A) applicants who hold or have held an operational category with a Military Unrestricted Green Instrument Rating to operate military multi-pilot aeroplanes may apply the credits below, towards satisfying the Part-FCL requirements.

The following types are considered to be multi-pilot aeroplanes for this purpose:

Andover	BAC 1-11
BAe 125	BAe 146
C17	Hercules (C1/C3 and C4/C5 variants)
Jetstream T3	Nimrod
Sentinel	Sentry
Tristar	VC10
Voyager	

### **Theoretical Knowledge Credits**

QMP(A)s who hold or have held an Operational Category and Unrestricted Military Green IR (Aeroplanes) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph B prior to attempting the theoretical knowledge examinations for the ATPL(A).

### **Flying Experience Credits**

QMP(A)s who hold or have held an Operational Category and Unrestricted Military Green IR (Aeroplanes) to operate military multi-pilot aeroplanes, and who have satisfied the experience requirements for the issue of an ATPL(A) in aeroplanes as set out in Subpart F of Annex 1 to the Regulation, are given full credit as regards the MCC and the requirement to undergo a training course prior to undertaking the skill test for the issue of an ATPL(A).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of an aeroplane type rating as set out in Part-FCL Subpart H for the aeroplane to be used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE) Certificate for the aeroplane type, issued under Part-FCL, in:

- an appropriate multi-pilot type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent; or
- an appropriate multi-pilot type of civilian aeroplane provided the applicant has completed the Part-FCL requirements for inclusion of that type with IR in a Part-FCL licence except the type rating skill test.

### **3.6 Credits available for QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) for the inclusion of an IR(A) in a Part-FCL aeroplane licence; (the IR cannot be included in an LAPL(A))**

QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL IR(A) for aeroplanes.

Refer to:

Section 4, Part G, Subpart 1 for the full IR(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### Theoretical Knowledge Credits

QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examination for the IR(A).

### Flying Experience Credits

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue the IR(A).

- BFJT (or legacy course) graduates shall take that skill test in a single pilot single-engine aeroplane.
- FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL Skill test and approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- MEPT (or legacy course) graduates may take that skill test in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of the IR(A) shall have qualified for the inclusion in their Part-FCL licence of the class or type of aeroplane used for the IR(A) skill test.

The skill test will be conducted by the holder of an Instrument Rating Examiner Certificate issued under Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent class or type, or
- a civilian aeroplane of an appropriate class or type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

### 3.7 Credits available for QMP(A)s who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) for the inclusion an IR(A) in a Part-FCL aeroplane licence; (the IR(A) cannot be included in an LAPL(A))

QMP(A)s who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL IR(A) for aeroplanes.

Refer to:

Section 4, Part G, Subpart 1 for the full IR(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### Theoretical Knowledge Credits

QMP(A)s who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examination for the IR(A).

### Flying Training Credits

A QMP who holds or has held only a Military Restricted Green Instrument Rating (Aeroplane) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(A) skill test for the addition of an IR(A) rating to a Part-FCL licence. This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- BFJT (or legacy course) graduates shall take that skill test in a single pilot single-engine aeroplane.
- FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL Skill test and approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- MEPT (or legacy course) graduates may take that skill test in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of the IR(A) shall have qualified for the inclusion in their Part-FCL licence of the class or type of aeroplane used for the IR(A) test.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent class or type, or
- a civilian aeroplane of an appropriate class or type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

### 3.8 Revalidation of Part-FCL Instrument Rating Credit

QMP(A)s, once holding a Part-FCL IR(A), may use the revalidation/renewal of a Military Unrestricted Green Instrument Rating (Aeroplane) to revalidate the Part-FCL IR(A) in the following circumstances. This applies where;

- the Military Unrestricted Green Instrument Rating has been revalidated in a class or type for which they hold a valid aeroplane rating in the Part-FCL licence,
- the proficiency check was conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, and
- the proficiency check is conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

### 3.9 Credits available for QFIs for a Restricted FI(A)

QFIs shall meet all the requirements for the addition of a Part-FCL FI certificate to a Part-FCL licence for aeroplanes.

Refer to:

Section 4, Part J, Subpart 1 for the full flight instructor certificate (FI(A)) requirements.

QFI applicants may apply the credits below, towards satisfying the Part-FCL requirements if they:

- hold a Part-FCL licence (except an LAPL(A))
- have been awarded an instructor category (or have been assessed as Competent to Instruct) as a QFI on single pilot aeroplanes,

### **CPL Theoretical Knowledge Credits**

QFIs are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, prior to attempting the theoretical knowledge examinations for the CPL(A).

### **Teaching and Learning Credits**

QFIs are credited with the 25 hour teaching and learning training course requirement, as set out in FCL.930 of the relevant instructor certificate, toward the issue of any Part-FCL instructor certificate.

### **FI Course Credits**

QFIs who are compliant with the prerequisite requirements for the application for a restricted FI(A) certificate are required to complete training at the discretion of the Head of Training at an ATO approved to conduct FI(A) courses.

QFI applicants must pass an assessment of competence for the issue of a restricted FI(A) certificate on a class of single pilot single-engine aeroplane for which the QFI holds a valid class rating in their Part-FCL licence.

QFI applicants who provide evidence that the experience requirements of FCL.910. FI(c) have been met previously using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

QFI applicants for an FI(A) certificate who hold a night or aerobatic rating on their Part-FCL licence may have the instruction privilege added to their flight instructor rating by:

- demonstrating the ability to instruct for that rating during the assessment of competence, or
- if unable to satisfy the above requirement at issue of the FI rating, meet the relevant requirements of Part-FCL.

### **3.10 Credits available for SERPs or QMP(H)s for an LAPL(H) or PPL(H).**

SERPs or QMP(H)s shall meet all the requirements for the issue of a Part-FCL LAPL(H) or PPL(H) for helicopters, as applicable.

Refer to:

Section 4, Part B, Subpart 2 for the full LAPL (H) requirements, or

Section 4, Part C, Subpart 2 for the full PPL (H) requirements.

SERP or QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### **Theoretical Knowledge Credits**

SERPs or QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examination for the LAPL(H) (FCL.120) or PPL(H) (FCL.215), as applicable.

### **Flying Experience Credits**

SERPs or QMP(H)s with a minimum of 10 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of an LAPL(H) or a PPL(H), as appropriate.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL

Subpart H (or experience for endorsement on an LAPL(H)) for the helicopter used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- a single pilot single-engine type of military helicopter on which the graduate completed the Single Engine Rotary Training Course, suitably equipped for the purpose, which has an EASA civilian equivalent type; or
- an appropriate single pilot single-engine type of civilian helicopter for which the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence, except the type rating skill test.

### 3.11 **Credits available for QMP(H)s for a CPL(H)**

QMP(H)s shall meet all the requirements for the issue of a Part-FCL CPL(H) for helicopters.

Refer to:

Section 4, Part D, Subpart 2 for the full CPL (H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Theoretical Knowledge Credits**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs F-K, as applicable, prior to attempting the theoretical knowledge examination for the ATPL(H) with IR, ATPL(H) without IR, or CPL(H), as applicable.

An applicant who passes the examination at or ATPL(H) without or with IR level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an ATPL(H) is gained within the validity of the pass result, theoretical knowledge examinations must be passed again to qualify for the ATPL(H).

An applicant who passes the examination at ATPL(H) with IR level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an IR(H) is gained within the validity of the pass result, theoretical knowledge examinations must be passed again to qualify for the IR(H).

#### **Flying Experience Credits**

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter used for the skill test.

The helicopter used for the skill test shall meet the requirements for training helicopters.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL Skill test.
- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take that skill test in a single pilot multi-engine helicopter.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent type, or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

### 3.12 **Credits available for QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) for a CPL(H) with IR(H)**

QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL CPL(H) and/or IR rating for helicopters.

Refer to:

Section 4, Part D, Subpart 3 for the full CPL (H) requirements, and

Section 4, Part G, Subpart 2 for the full IR (H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Theoretical Knowledge Credits**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs F-K and FCL 615, as applicable, prior to attempting the theoretical knowledge examination for the ATPL(H) with IR or ATPL(H) (VFR) and IR(H) or CPL(H) and IR(H), as applicable.

An applicant who passes the examination at ATPL(H) with IR or ATPL(H) (VFR) level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an ATPL(H) is gained within the validity of the pass result, the theoretical knowledge examinations must be passed again to qualify for the ATPL(H).

An applicant who passes the examination at ATPL(H) with IR level or at IR(H) level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an IR(H) is gained within the validity of the pass result, the theoretical knowledge examinations must be passed again to qualify for the IR(H).

#### **Flying Experience Credits**

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test(s) for the issue of a CPL(H) and IR(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter used for the test.

The helicopter used for the skill test shall meet the requirements for training helicopters.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, alternatively may take the test in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL Skill test and the approved Multi-Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction



in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.

- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take the skill test(s) in a single pilot multi-engine helicopter.

The skill test(s) will be assessed by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent type, or
- an appropriate type of civilian helicopter provided that the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

### 3.13 **Credits available for Qualified Military Pilots (Helicopters) (QMP(H)s) who hold or have held a Military Restricted Green Instrument Rating (Helicopter)**

Qualified Military Pilots (Helicopter) (QMP(H)s) who hold or have held a Military Restricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL CPL(H) and/or IR rating for helicopters. QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

Refer to;

Section 4, Part D, Subpart 2 for the full CPL (H) requirements, and

Section 4, Part G, Subpart 2 for the full IR (H) requirements.

Credits are available for Qualified Military Pilots (Helicopters) (QMP(H)s) who holds or have held a Military Restricted Green Instrument Rating (Helicopter) towards the requirements for the issue of a Part-FCL CPL(H) and/or IR rating for helicopters.

#### **Theoretical Knowledge Credits:**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs F-K or Appendix 6, paragraph B, as applicable, prior to attempting the theoretical knowledge examination for the ATPL(H)IR, CPL(H)IR or IR(H) rating, as applicable.

#### **Flying Experience Credits:**

That QMP(H)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt who holds or have held a Military Restricted Green Instrument Rating (Helicopter) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill tests for the issue of an CPL(H).

A QMP who holds or has held only a Military Restricted Green Instrument Rating (Helicopter) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(H) skill test for the addition of an IR(H) rating to a Part-FCL CPL(H). This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete a ME helicopter training course at an ATO prior to the CPL Skill test and, for the issue of an IR(H), approved Multi-Engine IR(H) training at an ATO comprising at least 5 hours instruction

in instrument flying in multi-engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.

- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take the skill test in a single pilot multi-engine helicopter.;

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter used for the test.

The skill test(s) will be conducted by the holder of an Instrument Rating Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter, suitably equipped for the purpose, which has an EASA civilian equivalent type; or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test following training to the satisfaction of the Head of Training at an ATO.

3.14 a) **Credits available for QMP(H)s who hold or have held an Operational Category to operate military multi-pilot helicopters for an ATPL(H) and IR(H)**

QMP(H)s who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters shall meet all the requirements for the issue of a Part-FCL ATPL(H) and IR(H) for helicopters.

Refer to:

Section 4, Part F, Subpart 2 for the full ATPL(H) requirements.

QMP(H) applicants who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopter may apply the credits below, towards satisfying the Part-FCL requirements.

The following types are considered to be multi-pilot helicopters for this purpose:

Bell 212

Chinook

Griffin

Lynx Mk 7/9A

Merlin Mk 3/3A

Puma (SA330)

Sea King Mk 3/3A/4/5/6

**Theoretical Knowledge Credits**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph F, and FCL.615, prior to attempting the theoretical knowledge examinations for the ATPL(H) with IR.

**Flying Experience Credits**

QMP(H)s who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters, and who have satisfied the experience requirements for the issue of an ATPL for helicopters as set out in Subpart F and for an IR as set out in Subpart G of Annex 1 to the Regulation, are given full credit as regards the MCC and as regards the requirement to undergo a training course prior to undertaking the skill test(s) for the issue of an ATPL(H) with IR(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part-FCL Subpart H for the helicopter used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE) certificate issued under Part-FCL, in:

- an appropriate multi-pilot type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent multi-pilot helicopter type, or
- an appropriate multi-pilot type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type with IR in a Part-FCL licence except the type rating skill test.

**b) Credits available for QMP(H)s who hold or have held an Operational Category to operate military multi-pilot helicopters for an ATPL(H) VFR**

QMP(H)s who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters shall meet all the requirements for the issue of a Part-FCL ATPL(H) VFR for helicopters.

Refer to:

Section 4, Part F, Subpart 2 for the full ATPL(H) requirements.

QMP(H) applicants who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopter may apply the credits below, towards satisfying the Part-FCL requirements.

The following types are considered to be multi-pilot helicopters for this purpose:

Bell 212  
Chinook  
Griffin  
Lynx Mk 7/9A  
Merlin Mk 3/3A  
Puma (SA330)  
Sea King Mk 3/3A/4/5/6  
AH-64D Apache

**Theoretical Knowledge Credits**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph F, and FCL.615, prior to attempting the theoretical knowledge examinations for the ATPL(H).

**Flying Experience Credits**

QMP(H)s who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters, and who have satisfied the experience requirements for the issue of an ATPL for helicopters as set out in Subpart F of Annex 1 to the Regulation, are given full credit as regards the MCC and as regards the requirement to undergo a training course prior to undertaking the skill test(s) for the issue of an ATPL(H) VFR.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part-FCL Subpart H for the helicopter used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE) certificate issued under Part-FCL, in:

- an appropriate multi-pilot type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent multi-pilot helicopter type, or
- an appropriate multi-pilot type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.
- QMP(H)s who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters seeking to add an IR to a Part-FCL ATPL(H) VFR may do so by satisfying the credits set out in Paragraph 3.17 for the inclusion of an IR rating on the Part-FCL licence. The IR skill test must be taken on the multi pilot helicopter type held on the Part-FCL ATPL (H) VFR.

**3.15 Credits available for QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) for the inclusion an IR(H) in a Part-FCL helicopter licence; (an IR cannot be included in an LAPL(H))**

QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL IR(H) for helicopters.

Refer to:

Section 4, Part G, Subpart 2 for the full IR(H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

**Theoretical Knowledge Credits**

QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examination for the IR(H).

**Flying Experience Credits**

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Capt or PICUS/1<sup>st</sup> Pilot Non-Capt who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue the IR(H).

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, alternatively may take the test in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL Skill test and the approved Multi-Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.
- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take that skill test in a single pilot multi-engine helicopter.

Applicants for the issue of the IR(H) shall have qualified for the inclusion in their Part-FCL licence of the type of Helicopter used for the IR(H) test.

The skill test(s) will be conducted by the holder of an Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent class or type, or
- an appropriate type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

### 3.16 **Revalidation of Part-FCL Instrument Rating Credit**

QMP(H)s, once holding a Part-FCL IR(H), may use the revalidation/renewal of a Military Unrestricted Green Instrument Rating (Helicopter) to revalidate the Part-FCL IR(H) in the following circumstances. This applies where;

- the Military Unrestricted Green Instrument Rating has been revalidated in a type for which they hold a valid helicopter rating in the Part-FCL licence,
- the proficiency check was conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, and
- the proficiency check is conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

### 3.17 **Credits available for QMP(H)s who hold or have held a Military Restricted Green Instrument Rating (Helicopter) for inclusion of an IR(H) in a Part-FCL helicopter licence; (an IR cannot be included in an LAPL(H))**

QMP(H)s who hold or have held a Military Restricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL IR(H) for helicopters.

Refer to:

Section 4, Part G, Subpart 2 for the full IR(H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Theoretical Knowledge Credits**

QMP(H)s who hold or have held a Military Restricted Green Instrument Rating (Helicopter) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examination for the IR(H).

#### **Flying Experience Credits**

A QMP who holds or has held only a Military Restricted Green Instrument Rating (Helicopter) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(H) skill test for the addition of an IR(H) rating to a Part-FCL licence. This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, alternatively may take the test in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL Skill test and the approved Multi-Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.

- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take that skill test in a single pilot multi-engine helicopter

Applicants for the issue of the IR(H) shall have qualified for the inclusion in their Part-FCL licence of the type of Helicopter used for the IR(H) test.

The skill test(s) will be conducted by the holder of an Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has an EASA civilian equivalent type; or
- an appropriate type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

### 3.18 **Revalidation of Part-FCL Instrument Rating Credit**

QMP(H)s, once holding a Part-FCL IR(H), may use the revalidation/renewal of a Military Restricted Green Instrument Rating (Helicopter) to revalidate the Part-FCL IR(H) in the following circumstances. This applies where:

- the Military Restricted Green Instrument Rating has been revalidated in a type for which they hold a valid helicopter rating in the Part-FCL licence;
- the proficiency check was conducted by the holder of a Flight Examiner Certificate issued under Part-FCL; and
- the proficiency check is conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

### 3.19 **Credits available for QHIs for a Restricted FI(H)**

QHIs shall meet all the requirements for the addition of a Part-FCL FI certificate to a Part-FCL licence for helicopters.

Refer to:

Section 4, Part J, Subpart 1 for the full flight instructor certificate (FI (H)) requirements.

QHI applicants may apply the credits below, towards satisfying the Part-FCL requirements if:

- they hold a Part-FCL licence (except an LAPL(H)); and
- they have been awarded an instructor category (or have been assessed as Competent to Instruct) as a QHI on single pilot helicopters.

#### **CPL Theoretical Knowledge Credits**

QHIs are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, prior to attempting the theoretical knowledge examinations for the CPL(H).

#### **Teaching and Learning Credits**

QHIs are credited with the 25 hour teaching and learning training course requirement, as set out in FCL.930 of the relevant instructor certificate, toward the issue of any Part-FCL instructor certificate.

#### **FI Course Credits**

QHIs who are compliant with the pre-requisite requirements for the application for a restricted FI(H) certificate, are required to complete training at the discretion of the Head of Training at an ATO approved to conduct FI(H) Courses.

QHI applicants must pass an assessment of competence for the issue of a restricted FI(H) certificate on a type of single pilot single-engine helicopter for which the QHI holds a valid type rating in their Part-FCL licence.

QHI applicants who provide evidence that the experience requirements of FCL.910. FI(c) have been met previously using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

QHI applicants for an FI(H) certificate who hold a night rating on their Part-FCL licence may have the instruction privilege added to their flight instructor rating by:

- demonstrating the ability to instruct for that rating during the assessment of competence; or
- if not able to satisfy the above requirement at issue of the FI rating, meet the relevant requirements of Part-FCL.

### 3.20 **Transfer of a Military Aeroplane Class/Type rating to a Part-FCL Licence**

A QMP(A) who is qualified on one of the Military Class/Types listed below, who is seeking to obtain the Class/Type rating for a Part-FCL licence shall meet all the requirements for the issue of the Part-FCL Class/Type rating for Aeroplanes, except for the credits stated.

Refer to:

Section 4, Part H, Subpart 1 for the full Class/Type Rating for Aeroplanes.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Class/Type rating Course Credits**

QMP(A)s who are compliant with the prerequisite requirements for the application for the Class/Type rating are required to complete additional training to comply with the standard required for the skill test, as determined by the Head of Training at an ATO approved to conduct the applicable Class/Type rating course.

QMP(A) applicants must pass the Class/Type Rating theoretical knowledge examination and Skill Test for the issue of the applicable Class/Type rating.

The skill test will be conducted by the holder of the appropriate Flight Examiner Certificate issued under Part-FCL.

The following Military Aeroplanes acceptable for this purpose are:

Avenger T1 – (Beech 300 Series(BE300/1900))

BAC 1-11,

BAe 125/HS 125

BAe 146/Avro RJ

Beagle Bassett (MEP)

Beech 200 (BE 90/99/100/200)

Hercules C1/C3 (not 130J) – (Lockheed L382G)

Islander (BN2T)

Jetstream T1/T2 (Jetstream 200)

Jetstream T3 (Jetstream 31/32)

L1011 Tristar

Piper PA31 (MEP)

Voyager Tanker – (Airbus A330-200)

### 3.21 **Transfer of a Military Helicopter Type rating to a Part-FCL Licence**

A QMP(H) who is qualified on one of the Military Types listed below, who is seeking to obtain the Type rating for a Part-FCL licence shall meet all the requirements for the issue of the Part-FCL Type rating for Helicopters, except for the credits stated.

Refer to:

Section 4, Part H, Subpart 2 for the full Type Rating for Helicopters.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Class/Type rating Course Credits**

QMP(H)s who are compliant with the prerequisite requirements for the application for the Type rating are required to complete additional training to comply with the standard required for the skill test, as determined by the Head of Training at an ATO approved to conduct the applicable Type rating course.

QMP(H) applicants must pass the Type Rating theoretical knowledge examination and Skill Test for the issue of the applicable Type rating.

The skill test will be conducted by the holder of the appropriate Flight Examiner Certificate issued under Part-FCL.

The following Military Helicopters acceptable for this purpose are:

Agusta A109A – (A109)  
Agusta A109 Power – (AW109)  
AW139  
Dauphin – (SA365/365N)  
Gazelle – (SA341/342)  
Griffin – (Bell 212/412)  
Merlin Mk 3/3A – (EH101)  
Puma II – (AS332/EC225)  
Squirrel – (AS350/350B3)  
Twin Squirrel – (AS355/355N)



Sample Form SRG 2133 for applicants claiming Military Credits available at  
[www.caa.co.uk/srg2133](http://www.caa.co.uk/srg2133)

## Confirmation of Military Experience for Military Accreditation Scheme (MAS) Credits in Accordance with Article 10 of Commission Regulation (EU) 1178/2011

Please complete this form online (preferred method) then print, sign and submit as instructed.  
 Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.



Unique No. (to be completed by CAA)

Please read attached Guidance Notes before completing this form.

### FALSE REPRESENTATION STATEMENT

It is an offence under Article 231 of the Air Navigation Order 2009 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.

### 1. APPLICANT DETAILS

To be completed by the Applicant

CAA Personal reference number (if known):

Title: ..... Forename(s): ..... Surname: .....

Date of birth (dd/mm/yyyy): ..... Nationality: .....

Town of birth: ..... Country of birth: .....

Permanent Address: .....

Postcode: .....

Telephone: ..... Alternative telephone Number: .....

E-mail: ..... Fax Number: .....

A certified copy of your valid Passport, EEA/EU National Identity Card or Full EU Photographic Driving Licence (see Guidance Note 1) must accompany your application as proof of identification.

### 2. ADDRESS FOR CORRESPONDENCE (if different from above)

To be completed by the Applicant

Postal Address: .....

Postcode: .....

### 3. SERVICE DETAILS

To be completed by the Applicant

Branch RN ☐ Army ☐ RAF ☐ Service No.: .....  
 (for serving and former serving members of HM Armed Forces)

Currently serving Yes ☐ No ☐ if no, date of leaving UK Armed Forces: .....

4. CURRENT TRAINING LEVEL(S)		To be completed by the Applicant
I have completed training to the following level:		
Elementary Flying Training Graduate (EFTG)	<input type="checkbox"/>	Date of Confirmation Sortie: .....
Single Engine Rotary Training Graduate (SERP)	<input type="checkbox"/>	Date of Confirmation Sortie: .....
QMP - Basic Fast Jet Training Graduate	<input type="checkbox"/>	Date of Confirmation Sortie: .....
QMP - Multi Engine Pilot Training Graduate	<input type="checkbox"/>	Date of Confirmation Sortie: .....
QMP - Single Engine Rotary Training Graduate	<input type="checkbox"/>	Date of Confirmation Sortie: .....
QMP - Multi Engine Rotary Training Graduate	<input type="checkbox"/>	Date of Confirmation Sortie: .....
Operational Category to Operate Military Multi-Pilot Aircraft	<input type="checkbox"/>	Date of Confirmation Sortie: .....
(Multi-pilot aircraft utilised must conform to the definition in Commission Regulation No 1178/2011)		
Qualified Flying Instructor (single-engine piston <input type="checkbox"/> other <input type="checkbox"/> )		Date of Confirmation Sortie: .....
Qualified Helicopter Instructor (single-engine <input type="checkbox"/> other <input type="checkbox"/> )		Date of Confirmation Sortie: .....
I currently hold <input type="checkbox"/> have held <input type="checkbox"/>		
Military Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/>	Green Instrument Rating <input type="checkbox"/>	
date of latest confirmation sortie: ..... for fixed wing <input type="checkbox"/> helicopter <input type="checkbox"/>		

5. DETAILS OF EXPERIENCE		To be completed by the Applicant					
		Aeroplanes		Helicopters			
				Single Engine		Multi Engine	
		Day	Night	Day	Night	Day	Night
Flight Time as Pilot (do not add taxi time to military logbook times)	Single Engine Piston						
	Multi Engine Piston						
	Multi Pilot Aircraft						
	Turbine/Turbo Prop.						
	Total						

6. DECLARATION OF APPLICANT (see Guidance Notes)		To be completed by the Applicant
I declare that the information provided on this form is correct.		
Signature: .....		Date: .....
PLEASE REFER TO FALSE REPRESENTATION STATEMENT ON PAGE 1		

7. DECLARATION OF COMMANDING OFFICER / FLIGHT COMMANDER / ATO HEAD OF TRAINING	
I hereby confirm that the information provided by the applicant regarding Military experience is correct.	
Unit/Regt/Sqn/Flt/ATO details: .....	
ATO approval number (If an ATO): .....	
Name of Commanding Officer / Flight Commander (Lt Cdr/Maj/Sqn Ldr or above) / ATO Head of Training  (Block capitals):.....  Rank/Position:.....	
Signature: ..... Date: .....	
PLEASE REFER TO FALSE REPRESENTATION STATEMENT ON PAGE 1	

## Confirmation of Military Experience for Military Accreditation Scheme (MAS) Credits in Accordance with Article 10 of Commission Regulation (EU) 1178/2011 – GUIDANCE NOTES

The qualifying criteria and credits available under the Military Accreditation Scheme (MAS) are set out in CAP 804, Section 4, Part O.

This form must be completed to confirm the applicant's entitlement for Credits accepted under the terms of the MAS for persons who are or have been serving members of the UK Armed Forces. Credits are granted under the terms of the EASA Credit Report, in accordance with Article 10 of the EASA Aircrew Regulation (Commission Regulation (EU) 1178/2011), as submitted by 22 (Trg) Group RAF, and as agreed with the CAA in consultation with the Agency. The credits derived from this report are published in CAP 804.

An applicant claiming credits under the MAS must include this form in support of their application to the CAA for the grant of any licence, rating, certificate or when applying to take theoretical knowledge examinations based on their military training.

Where the application for the licence, rating or certificate will include training carried out at an Approved Training Organisation, a copy of this form must also be retained as part of the Training Records for that individual at the ATO making the recommendation for licence/rating/certificate issue.

The applicant must submit certified copies of their Personal Flying Log pages and clearly identify their qualifications and flight experience that is relevant to their application for military credits.

The declaration at Section 7 must be completed by the applicant's Commanding Officer or the Head of Training of the ATO where the additional training was completed.

Where an applicant for the licence, rating or certificate is not required under the terms of the MAS to complete training at an ATO prior to undertaking the Skill Test, the Declaration of Commanding Officer (Section 7) is acceptable as a Recommendation for test as required by FCL.030.

### Guidance for the completion of this application form

- 1) Section 1 - Applicant Details.
  - All applicants are to complete the section.
  - Ensure that the applicant's full name is given.
  - The CAA Personal Reference number, if applicable, will be found on any licence or medical certificate that has been issued to the applicant.
- 2) Section 3 - Service Details.
  - Applicants are to give details of their military service and service number.
- 3) Section 4, Military training level
  - Applicants shall give details of the training completed in military service. The credits applicable according to the military level achieved are set out in CAP 804, Section 4, Part O. For QMP credits, applicants must provide documentary evidence that they obtained the appropriate level of training (and were issued with their wings, if applicable), for the MAS credits requested.
- 4) Section 5, Flying experience in Military aircraft.
  - This section is to be completed by the applicant. Please refer to CAP 804, Section 4, Part O for the multi pilot aircraft types eligible for which credit may be given.
- 5) Section 6, Applicant's Declaration.
  - This section is to be completed by the applicant.
- 6) Section 7, Declaration of Commanding Officer, Flight Commander or ATO Head of Training.
  - This Section shall be completed by an officer at the level of Staff Officer 2 (Lt Cdr/Maj/Sqn Ldr) or above, who must be at least one rank senior to the individual whose eligibility is being confirmed. Alternatively, the CAA will accept the signature of the Head of Training of an ATO who has reviewed the applicant's military records and confirms their compliance with the eligibility criteria published in CAP 804.

INTENTIONALLY LEFT BLANK

## Part P                      Licence Conversions – UK to Part-FCL

This Part provides the requirements and other information for converting existing UK Licences into EASA Licences.

### 1                      **Applicability**

European (EU) legislation has changed the pilot licensing rules. Once the transition periods are over national licences are no longer valid for the aircraft within the scope of these rules, regardless of what may be written on the national licence or in national legislation.

### 2                      **Privileges**

Unless marked to the contrary, a Part-FCL licence issued on the basis of conversion of a previous UK issued licence has the privileges set out in Part-FCL.

### 3                      **Requirements**

#### 3.1                      **Conversion of existing UK licences**

- a) All UK issued licences that are fully compliant with JAR-FCL automatically became EASA licences with effect from 8 April 2012 but need to be physically replaced on or before their calendar expiry date. All UK issued licences that are not fully compliant with JAR-FCL are UK national licences.
- b) Annex II to the EASA Aircrew Regulation provides criteria for commonly used national licences to be converted to EASA licences. A copy of this Annex is shown below. Holders of UK ATPLs should note that to be issued with an EASA Part-FCL ATPL they must have a current and valid Type Rating for a multi-pilot EASA aircraft type that can be entered on the EASA licence.
- c) In the UK we have a variety of legacy licences that were issued on the basis of UK-specific standards. These include a number of versions of the "Basic CPL", various forms of PPL, and "JAA" ATPL and CPLs that are marked "Valid for UK registered aircraft" because their holders did not comply in full with JAR-FCL. For helicopter and aeroplane licences (other than NPPL) the complexity of the issue has been reduced by using an amendment to the ANO to convert each kind of legacy licence into one of the categories of licence in Annex II to the Part-FCL Regulation. They are therefore convertible to EASA licences under the terms of that Annex.
- d) Where a national licence does not appear in Annex II to the Part-FCL Regulation (e.g. balloon licences are not present) the regulation allows the alternative of the National Aviation Authority (CAA) compiling a Conversion Report. This Conversion Report compares the national rules, that were the basis upon which the national licences were issued, with the Part-FCL requirements and so proposes the additional requirements (if any) to be complied with before an EASA licence may be issued. Conversion reports have been prepared for the NPPL, balloons, airships and gliders, and for some UK national ratings.
- e) The ANO has been amended so that:
  - i) Any JAA ATPL(A) marked as "valid for United Kingdom registered aircraft" is deemed to be a UK ATPL(A).
  - ii) Any JAA CPL(A) marked as "valid for United Kingdom registered aircraft" is deemed to be a UK CPL(A).

- iii) Any JAA CPL(H) marked as “valid for United Kingdom registered aircraft” is deemed to be a UK CPL(H).
- iv) Any Basic CPL(A) that is marked that the holder is restricted not to undertake Public Transport or Aerial Work, except Aerial Work that is limited to: flying instruction and flying tests; or the towing of gliders; or flying displays; or parachute dropping; is deemed to be a UK PPL(A) - see Note 1.
- v) Any Basic CPL(A) that is not restricted as under (iv) above is deemed to be a UK CPL(A).

**NOTE 1:** A national PPL(A) with FI(A) rating is convertible to an EASA PPL(A) with FI(A) on the basis of experience as set out in Annex II to the EASA Aircrew Regulation. The EASA PPL(A) with FI(A) includes the privilege to be paid for flying instruction.

- f) Paragraph 3.3 sets out the requirements for the conversion of licences that are not included in Annex II to Regulation 1178/2011.
- g) The holder of a UK national licence may choose to convert their national licence to an equivalent level Part-FCL licence or to a lower level Part-FCL licence by satisfying the conversion requirements of the level of licence sought: e.g. A UK ATPL(A) seeking to convert to a Part-FCL PPL(A) may do so by meeting the PPL(A) conversion requirements as set out in row (k) of the table below.

### 3.2 Annex II to the EASA Aircrew Regulation

#### **ANNEX II to Part-FCL Regulation**

#### **CONDITIONS FOR THE CONVERSION OF EXISTING NATIONAL LICENCES AND RATINGS FOR AEROPLANES AND HELICOPTERS**

##### **A. AEROPLANES**

##### **1 Pilot licences**

A pilot licence issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL licence provided that the applicant complies with the following requirements:

- (a) for ATPL(A) and CPL(A), complete as a proficiency check the revalidation requirements of Part-FCL for type/class and instrument rating, relevant to the privileges of the licence held;
- (b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;
- (c) demonstrate language proficiency in accordance with FCL.055;
- (d) comply with the requirements set out in the following table:

Refer to paragraph 4 for guidance material.

In Tables: > means "more than";  
 < means "less than";  
 ≥ means "at least".

Row Ref.	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)
(a)	ATPL(A) or JAR ATPL(A) marked "Valid for UK registered aircraft"	>1500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable
(b)	ATPL(A) or a JAR ATPL(A) marked "Valid for UK registered aircraft"	>1500 on multi-pilot aeroplanes	None	As in (c)(4)	As in (c)(5)
(c)	ATPL(A) or a JAR ATPL(A) marked "Valid for UK registered aircraft"	>500 on multi-pilot aeroplanes	Demonstrate knowledge of flight planning and performance as required by FCL.515 (see note 1)	ATPL(A), with type rating restricted to co-pilot (see note 2)	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL
(d)	CPL/IR(A) and passed an ICAO ATPL theory test in the Member State of licence issue		(i) Demonstrate knowledge of flight planning and performance as required by FCL.310 and FCL.615(b) (see note 1) (ii) Meet remaining requirements of FCL.720.A (c)	CPL/IR(A) with ATPL theory credit	Not applicable
(e)	CPL/IR(A) or a JAR CPL/IR(A) marked "Valid for UK registered aircraft" or a Basic CPL/IR(A) without restrictions	>500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes CS-23 commuter category or equivalent in accordance with the requirements of Part-CAT and Part-ORO for commercial air transport	(i) Pass an examination for ATPL(A) knowledge in the Member State of licence issue <sup>(*)</sup> (see note 3) (ii) Meet remaining requirements of FCL.720.A (c)	CPL/IR(A) with ATPL theory credit	Not applicable

Row Ref.	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)
(f)	CPL/IR(A), a JAR CPL/IR(A) marked "Valid for UK registered aircraft" or a Basic CPL/IR(A) without restrictions	>500 as PIC on 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
(g)	CPL/IR(A), a JAR CPL/IR(A) marked "Valid for UK registered aircraft" or a Basic CPL/IR(A) without restrictions	<500 as PIC on single-pilot aeroplanes	Demonstrate knowledge of flight planning and flight performance for CPL/IR level (See note 4)	As (4)(f)	Obtain multi-pilot type rating in accordance with Part-FCL
(h)	CPL(A), JAR CPL(A) marked "Valid for UK registered aircraft" or a Basic CPL(A) without restrictions	>500 as PIC on single-pilot aeroplanes	Night rating, if applicable	CPL(A), with type/class ratings restricted to single-pilot aeroplanes	
(i)	CPL(A), a JAR CPL(A) marked "Valid for UK registered aircraft" or a Basic CPL(A) without restrictions	<500 as PIC on single-pilot aeroplanes	(i) Night rating, if applicable; (ii) Demonstrate knowledge of flight performance and planning as required by FCL.310 (see note 4)	As (4)(h)	
(j)	PPL/IR(A) or Restricted Basic CPL(A)/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)
(k)	PPL(A) or Restricted Basic CPL(A)	≥ 70 on aeroplanes	Demonstrate the use of radio navigation aids (see note 5)	PPL(A)	

(\*) 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.



- NOTES:**
- 1** UK CPL(A) or ATPL(A) holders who have passed, or were credited, the UK Flight Planning examination at ATPL level and Performance A will be deemed to have satisfied this requirement.
  - 2** All aircraft ratings permitted by Part-FCL included in a UK ATPL(A) will be transferred to the Part-FCL licence as Pilot-in-Command (PIC) ratings (unless specifically restricted to 'Co-pilot only' in the UK licence), as applicants will have already demonstrated the ability to act as PIC on each type/class.
  - 3** UK CPL (A) holders already holding a type rating for a multi-pilot aeroplane are not required to have passed the ATPL theoretical knowledge examinations whilst they continue to operate that same aeroplane type, but will **not** be given ATPL theory credit for a Part-FCL licence. If a type rating for a different multi-pilot aeroplane is required, applicants must pass the Part-FCL ATPL theoretical knowledge examinations.
  - 4** UK CPL(A) holders who have passed, or were credited the UK Flight Planning examination at CPL level and have passed Performance C, D, E or U will be deemed to have satisfied this requirement.
  - 5** Demonstration of the use of radio navigation aids should be to the satisfaction of a Chief Flying Instructor or Examiner. Successful demonstration should be certified by the CFI or examiner in the applicant's personal flying logbook.

## 2 Instructor certificates

An instructor certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the applicant complies with the following requirements:

National certificate or privileges held	Experience	Any further requirements	Replacement Part-FCL certificate
(1)	(2)	(3)	(4)
FI(A)/IRI(A)/TRI(A)/CRI(A) For CRI HPSPCA see below	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 complies with the following requirements:

National certificate held	Experience	Any further requirements	Replacement Part-FCL certificate
(1)	(2)	(3)	(4)
SFI(A)	>1500 hours as pilot of MPA	(i) Hold or have held a CPL, MPL or ATPL for aeroplanes issued by a Member State; (ii) Have completed the flight simulator content of the applicable type rating course including MCC.	SFI(A)
SFI(A)	3 years recent experience as 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 revalidation requirements set out in Part-FCL. The expiry date of the existing Instructor Certificate will be copied to the new Certificate.

#### 4 STI certificate

An STI certificate issued by a Member State in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
STI(A)	> 500 hours as pilot on SPA	(i) Hold or have held a pilot licence issued by a Member State;  (ii) Have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(A)
STI(A)	3 years recent experience as an STI	Have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(A)

#### CRI for HPSPCA to Part-FCL TRI(SPA):

In accordance with Article 4(3) of regulation 1178/2011 a CRI with existing privileges to instruct in specific types of HPSPCA may be converted to a Part-FCL TRI (SPA) for the relevant aircraft type. Where the multi-pilot instructor/examiner privileges have been exercised on specific types on the JAR-FCL CRI rating these privileges may be retained. For extension to include other multi pilot types not previously held, the applicant must meet the requirements of FCL.905.TRI(c)(1) for multi-pilot aeroplanes.

Revalidation of instructor certificates shall be subject to the completion of the revalidation requirements set out in Part-FCL.

## **B. HELICOPTERS**

### **1 Pilot licences**

A pilot licence issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL licence provided that the applicant complies with the following requirements:

- (a) complete as a proficiency check the revalidation requirements of Part-FCL for type and instrument rating, relevant to the privileges of the licence held;
- (b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL; See Acceptable Means of Compliance & Guidance Material
- (c) demonstrate language proficiency in accordance with FCL.055;
- (d) comply with the requirements set out in the table below:

See paragraph 4 for GM to this requirement.

<b>Row Ref.</b>	<b>National licence held</b>	<b>Total flying hours experience</b>	<b>Any further requirements</b>	<b>Replacement Part-FCL licence and conditions (where applicable)</b>	<b>Removal of conditions</b>
	(1)	(2)	(3)	(4)	(5)
(a)	ATPL(H) with valid IR(H) or a JAR ATPL(H) with valid IR, marked "Valid for UK registered aircraft"	>1000 as PIC on multi-pilot helicopters	None	ATPL(H) and IR	Not applicable
(b)	ATPL(H) no IR(H) privileges or a JAR ATPL(H) no IR, marked "Valid for UK registered aircraft"	>1000 as PIC on multi-pilot helicopters	None	ATPL(H)	
(c)	ATPL(H) with valid IR(H) or a JAR ATPL(H) with valid IR, marked "Valid for UK registered aircraft"	>1000 on multi-pilot helicopters	None	ATPL(H), and IR with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL

Row Ref.	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)
(d)	ATPL(H) no IR(H) privileges or a JAR ATPL(H) no IR, marked "Valid for UK registered aircraft"	>1000 on multi-pilot helicopters	None	ATPL(H) type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL
(e)	ATPL(H) with valid IR(H) or JAR ATPL(H) with valid IR, marked "Valid for UK registered aircraft"	>500 on multi-pilot helicopters	Demonstrate knowledge of flight planning and flight performance as required by FCL.515 and FCL.615(b) (see note 1)	As (4)(c)	As (5)(c)
(f)	ATPL(H) no IR(H) privileges or JAR ATPL(H) no IR, marked "Valid for UK registered aircraft"	>500 on multi-pilot helicopters	As (3)(e) (see note 1)	As (4)(d)	As (5)(d)
(g)	CPL/IR(H) and passed an ICAO ATPL(H) theory test in the Member State of licence issue or a JAR CPL(H) with valid IR, marked "Valid for UK registered aircraft"		(i) Demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b); (see note 2)  (ii) Meet remaining requirements of FCL.720.H(b)	CPL/IR(H) with ATPL(H) theory credit, provided that the ICAO ATPL(H) theory test is assessed as being at Part-FCL ATPL level	Not applicable
(h)	CPL/IR(H) or a JAR CPL(H) with valid IR, marked "Valid for UK registered aircraft"	>500 hrs on multi-pilot helicopters	(i) To pass an examination for Part-FCL ATPL(H) theoretical knowledge in the Member State of licence issue (*) (see note 3)  (ii) To meet remaining requirements of FCL.720.H (b)	CPL/IR(H) with Part-FCL ATPL(H) theory credit	Not applicable

Row Ref.	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)
(i)	CPL/IR(H) or a JAR CPL(H) with valid IR, marked "Valid for UK registered aircraft"	>500 as PIC on 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
(j)	CPL/IR(H) or a JAR CPL(H) with valid IR, marked "Valid for UK registered aircraft"	<500 as PIC on single-pilot helicopters	Demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b) (see note 2)	As (4)(i)	
(k)	CPL(H) or a JAR CPL(H), marked "Valid for UK registered aircraft"	>500 as PIC on single-pilot helicopters	Night rating	CPL(H), with type ratings restricted to single-pilot helicopters	Obtain multipilot type rating as required by Part-FCL
(l)	CPL(H) or a JAR CPL(H), marked "Valid for UK registered aircraft"	<500 as PIC on single-pilot helicopters	Night rating demonstrate knowledge of flight performance and planning as required by FCL.310 (see note 2)	As (4) (k)	Obtain multipilot type rating as required by Part-FCL
(m)	CPL(H) Without night rating	>500 as PIC on single-pilot helicopters		As (4)(k) and restricted to day VFR operations	Obtain multi-pilot type rating as required by Part-FCL and a night rating
(n)	CPL(H) Without night rating	<500 as PIC on single-pilot helicopters	Demonstrate knowledge of flight planning and flight performance as required by FCL.310 (see note 2)	As (4)(k) and restricted to day VFR operations	

Row Ref.	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)
(o)	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)
(p)	PPL(H)	≥ 75 on helicopters	Demonstrate the use of radio navigation aids (see note 4)	PPL (H)	

(\*) 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.

- NOTES:**
- 1 UK CPL(H) or ATPL(H) holders who have passed, or were credited, the UK examinations at ATPL level will be deemed to have satisfied this requirement.
  - 2 UK CPL(H) holders who have passed, or were credited, the UK examinations at CPL level will be deemed to have satisfied this requirement.
  - 3 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 pass the Part-FCL theoretical knowledge examination.
  - 4 Demonstration of the use of radio navigation aids should be to the satisfaction of a Chief Flying Instructor or Examiner. Successful demonstration should be certified by the CFI or examiner in the applicant's personal flying logbook.

## 2 Instructor certificates

An instructor certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the applicant complies with the following requirements

National certificate or privileges held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
FI(H)/IRI(H)/TRI(H)	As required under Part-FCL for the relevant certificate		FI(H)/IRI(H)/TRI(H)*

Revalidation of the certificate shall be subject to the completion of the revalidation requirements set out in Part-FCL.

### 3 SFI certificate

An SFI certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
SFI(H)	>1000 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 revalidation requirements set out in Part-FCL.

### 4 STI certificate

An STI certificate issued by a Member State in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
STI(H)	>500 hours as pilot on SPH	(i) Hold or have held a pilot licence issued by a Member State; (ii) Have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(H)
STI(H)	3 years recent experience as an STI	Have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(H)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

### 3.3 Conversion of UK National Licences and ratings not included under 3.1 or 3.2

In accordance with Article 4 of the EASA Aircrew Regulation, Conversion Reports have been compiled for the conversion of UK licences that are not covered by Annex II to the Regulation. The conversion requirements defined in those Reports are set out below.

- Demonstrate knowledge of the relevant parts of Part-OPS and Part-FCL;
- Demonstrate language proficiency in accordance with FCL.055 or hold a FRTOL;  
Language proficiency requirements as set out in FCL.055 do not apply to the LAPL(S), SPL, LAPL(B) or BPL, unless an FRTOL is required so that a radio can be operated.
- Comply with the requirements set out in the table below:

**NOTE:** The following tables set out the requirements for conversion of the applicable national licences to Part-FCL licences based on conversion reports submitted by the UK CAA to EASA. The conversion requirements shall be applicable from 17 September 2012, subject to no objection from the Agency.

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
NPPL(A)(SSEA) issued before 8 April 2018	LAPL(A) with Single Engine Piston aeroplane endorsement	<ol style="list-style-type: none"> <li>Hold an NPPL(A) with SSEA rating;</li> <li>Hold an LAPL medical certificate (or Class 1 or Class 2 medical certificate) issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>To be issued with a UK Flight Radiotelephony Operator's Licence an individual must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. Whilst the pilot licence can be obtained without meeting EASA Language Proficiency Requirements for Flight Crew, a person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement;</li> </ol>



Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
NPPL(A)(SSEA) issued before 8 April 2018 continued	LAPL(A) with Single Engine Piston aeroplane endorsement	<p>4. Have knowledge of the sections of Part-OPS and Part-FCL relevant to the LAPL(A) – in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</p> <p>5. If the applicant has not completed 6 hours pilot in command of SSEAs since being granted the NPPL(A) with SSEA rating, comply with FCL.105.A(b) – LAPL(A) Privileges and Conditions on issue of the Part-FCL LAPL(A) in order to be entitled to carry passengers. i.e:  <b>FCL.105.A LAPL(A) – Privileges and conditions</b>  <i>(b) Holders of an LAPL(A) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time as PIC on aeroplanes or TMG.</i>            Flight as PIC completed since the issue of the NPPL(A) shall be credited towards fulfilling this requirement.</p> <p>6. If the SSEA rating is current, comply with FCL.140.A(a) – LAPL(A) - Recency requirements; or, if the SSEA Certificate of Revalidation has lapsed, comply with FCL.140.A(b)(1) in a single engine piston-landplane with a maximum take off mass of 2000 kilograms or less. i.e:  <b>FCL.140.A LAPL(A) – Recency requirements</b>  <i>(b) Holders of an LAPL(A) who do not comply with the requirements in (a) shall:</i>  <i>(1) undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence;</i></p>
NPPL(A)(SSEA) issued before 8 April 2018	PPL(A) with Single Engine Piston aeroplane endorsement	<p>The holder of NPPL(A)(SSEA) seeking to convert directly to a PPL(A)(SEP) may do so by:</p> <ol style="list-style-type: none"> <li>1) Satisfying the NPPL(A)(SSEA) to LAPL(A) (SEP) conversion requirements set out in this Part, and</li> <li>2) Satisfying the LAPL(A)(SEP) to PPL(A)(SEP) training and testing requirements set out in FCL.210.A(b) &amp; FCL.235, and</li> <li>3) hold a valid Part-MED Class 1 or 2 Medical Certificate.</li> </ol>
NPPL(A)(SLMG) issued before 8 April 2018	LAPL(A) with privileges restricted to TMGs	<ol style="list-style-type: none"> <li>1. Hold an NPPL(A) with SLMG rating;</li> <li>2. Hold an LAPL medical certificate (or a Class 1 or Class 2 medical certificate) issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> </ol>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
NPPL(A) with SLMG issued before 8 April 2018 continued	LAPL(A) with privileges restricted to TMGs	<p>3. To be issued with a UK Flight Radiotelephony Operator's Licence an individual must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. Whilst the pilot licence can be obtained without meeting EASA Language Proficiency Requirements for Flight Crew, a person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement;</p> <p>4. Have knowledge of the sections of Part OPS and Part-FCL relevant to the LAPL(A) with TMG privileges – in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation; If the applicant has not completed 6 hours pilot in command of TMGs since being granted the NPPL(A) with SLMG rating, comply with FCL.105.A(b) – LAPL(A) Privileges and Conditions on issue of the Part-FCL LAPL(A) in order to be entitled to carry passengers, i.e.:</p> <p><b>FCL.105.A LAPL(A) – Privileges and conditions</b></p> <p><i>(b) Holders of an LAPL(A) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time as PIC on aeroplanes or TMG.</i></p> <p>5. Flight as PIC completed since the issue of the NPPL(A) shall be credited towards fulfilling this requirement. Experience in SLMGs that are powered sailplanes other than TMGs cannot be counted towards meeting the requirements. Flight as PIC in SLMGs completed since the issue of the NPPL(A) shall be credited towards fulfilling this requirement.</p> <p>6. At initial issue of the Part-FCL LAPL(A) provide evidence of compliance with FCL.140.A(a) in TMGs, i.e.:</p> <p><b>FCL.140.A LAPL(A) Recency Requirements</b></p> <p><i>(a) Holders of an LAPL(A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilot of aeroplanes or TMG:</i></p> <p><i>(1) at least 12 hours of flight time as PIC, including 12 take offs and landings: and</i></p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
NPPL(A) with SLMG issued before 8 April 2018 continued	Extension of privilege to include single engine piston aeroplanes	<p>(2) <i>refresher training of at least 1 hour of total flight time with an instructor.</i></p> <p>Or, if the SLMG Certificate of Revalidation has lapsed provide evidence of compliance with FCL.140.A(b)(1), i.e.:</p> <p><b>FCL.140.A LAPL(A) Recency Requirements</b></p> <p>(b) <i>Holders of an LAPL(A) who do not comply with the requirements of (a) shall:</i></p> <p>(1) <i>undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence.</i></p> <p>Comply with the requirements of FCL.135.A</p>
NPPL(A)(SLMG) issued before 8 April 2018 (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)	LAPL(S)	<ol style="list-style-type: none"> <li>1. Hold an NPPL(A) with SLMG rating;</li> <li>2. Hold an LAPL medical certificate (or a Class 1 or Class 2 medical certificate) issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. Have knowledge of the sections of Part OPS and Part-FCL relevant to the LAPL(S) with TMG privileges – in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> <li>4. If the applicant has not completed 2 hours pilot in command of SLMGs since being granted the NPPL(A) with SLMG rating, comply with FCL.105.S(b) – LAPL(S) Privileges and Conditions on issue of the Part-FCL LAPL(S) in order to be entitled to carry passengers, i.e.:</li> </ol> <p><b>FCL.105.S LAPL(S) – Privileges and conditions</b></p> <p>(b) <i>Holders of an LAPL(S) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time or thirty launches as PIC of sailplanes or powered sailplanes.</i></p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>NPPL(A)(SLMG) issued before 8 April 2018 continued (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)</p>	LAPL(S)	<p>Flight as PIC in SLMGs completed since the issue of the NPPL(A) shall be credited towards fulfilling this requirement.</p> <p>5. Limitations and their removal</p> <p>5.1 Where the NPPL(A) was obtained by flying Touring Motor Gliders only, or the holder has not fulfilled requirements equivalent to FCL.110.S(a) in SLMGs other than TMGs (except that the 15 hours is reduced to 8 hours) nor passed a General Skill Test in an SLMG that is not a TMG, the LAPL(S) will be limited to TMGs only - (i.e. no privileges to act as pilot in command of sailplanes or powered sailplanes). This limitation shall remain in place unless and until:</p> <ul style="list-style-type: none"> <li>(i) the requirements of FCL.110.S(a) are fulfilled in sailplanes and/or powered sailplanes other than TMGs (except that the 15 hours may be reduced to 8 hours); and</li> <li>(ii) the flight test required by FCL.125 has been passed in a sailplane or powered sailplane other than a TMG.</li> </ul> <p>The requirements of FCL.110.S are:</p> <p><b>FCL.110.S LAPL(S) – Experience requirements and crediting</b></p> <p>(a) Applicants for an LAPL(S) shall have completed at least 15 hours of flight instruction in sailplanes, or powered sailplanes, including at least:</p> <ul style="list-style-type: none"> <li>(1) 10 hours of dual flight instruction;</li> <li>(2) 2 hours of supervised solo flight time;</li> <li>(3) 45 launches and landings;</li> <li>(4) 1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM).</li> </ul> <p>(b) Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
NPPL(A)(SLMG) issued before 8 April 2018 continued (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)	LAPL(S)  Addition of TMG endorsement	<p>5.2 Where the NPPL(A) SLMG was gained by flying only in SLMGs that are not TMGs, or the holder has not fulfilled requirements equivalent to FCL.135.S(a) in TMGs nor passed a General Skill Test in a TMG, the LAPL(S) will be limited to sailplanes and powered sailplanes only - (i.e. no privileges to act as pilot in command of Touring Motor Gliders). This limitation shall remain in place unless and until the requirements of FCL.135.S are complied with. Previous experience in SLMGs which are TMGs shall be credited towards fulfilling the requirements of FCL.135.S(a).</p> <p>The requirements of FCL.135.S are:</p> <p><b>FCL.135.S LAPL(S) – Extension of privileges to TMG</b></p> <p><i>The privileges of an LAPL(S) shall be extended to a TMG when the pilot has completed in an ATO, at least:</i></p> <ul style="list-style-type: none"> <li>(a) <i>6 hours of flight instruction on a TMG, including:</i> <ul style="list-style-type: none"> <li>(1) <i>4 hours of dual flight instruction;</i></li> <li>(2) <i>1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;</i></li> </ul> </li> <li>(b) <i>a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:</i> <ul style="list-style-type: none"> <li>— Principles of flight,</li> <li>— Operational procedures,</li> <li>— Flight performance and planning,</li> <li>— Aircraft general knowledge,</li> <li>— Navigation.</li> </ul> </li> </ul> <p>5.3 An NPPL(A) holder who has flying experience equivalent to FCL.110.S in SLMGs and FCL.135.S in SLMGs that are TMGs and has passed a General Skill Test in both an SLMG other than a TMG and in a TMG shall be entitled to a Part-FCL LAPL(S) entitling the holder fly sailplanes, powered sailplanes and TMGs.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>NPPL(A)(SLMG) issued before 8 April 2018 continued (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)</p>	LAPL(S)	<p>6. At the initial issue of the LAPL(S), provide evidence of compliance with FCL.140.S as follows:</p> <p>6.1 If the LAPL(S) entitles the holder to fly sailplanes and powered sailplanes only (i.e. it does not give the privilege to fly TMGs) the holder shall comply with the requirements of FCL.140.S(a) which are:</p> <p><b>FCL.140.S LAPL(S) – Recency requirements</b></p> <p>(a) <i>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, at least:</i></p> <p>(1) 5 hours of flight time as PIC, including 15 launches;</p> <p>(2) 2 training flights with an instructor;</p> <p>6.2 If the LAPL(S) entitles the holder to fly Touring Motor Gliders only (i.e. it does not give the privilege to act as pilot in command of sailplanes and powered sailplanes), the holder shall comply with the requirements of FCL.140.S(b) which are:</p> <p><b>FCL.140.S LAPL(S) – Recency Requirements</b></p> <p>(b) <i>TMG. Holders of an LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:</i></p> <p>(1) <i>completed in a TMG in the last 24 months:</i></p> <p>(i) <i>at least 12 hours of flight time as PIC, including 12 take-offs and landings; and</i></p> <p>(ii) <i>refresher training of at least 1 hour total flight time with an instructor.</i></p> <p>(2) <i>when the holder of the LAPL(S) has the privilege to fly aeroplanes, the requirements in (1) may be completed in aeroplanes.</i></p> <p>6.3 If the NPPL(A) holder has insufficient experience to comply with 6(a) or 6(b), as appropriate to the LAPL(S) privileges sought, the holder shall comply with FCL.140.S(c)(1) by passing a proficiency check with an examiner in a powered sailplane that is not a TMG or a TMG as required.</p> <p>7. Comply with FCL.130.S as required to add additional launch methods for sailplanes.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>NPPL(A)(SLMG) issued before 8 April 2018 (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)</p>	SPL	<ol style="list-style-type: none"> <li>1. Hold an NPPL(A) with SLMG rating;</li> <li>2. Hold a Class 2 (or Class 1) medical certificate issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. Have knowledge of the sections of Part OPS and Part-FCL relevant to the SPL - in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> <li>4. If the applicant has not completed 2 hours pilot in command of SLMGs since being granted the NPPL(A) with SLMG rating, comply with FCL.205.S(b)(1) SPL - Privileges and Conditions on issue of the Part-FCL SPL in order to be entitled to carry passengers, i.e.: <ul style="list-style-type: none"> <li><b>FCL.205.S SPL — Privileges and conditions</b></li> <li><i>(b) Holders of an LAPL(S) shall:</i></li> <li><i>(1) carry passengers only when having completed, after the issuance of the licence, 10 hours of flight time or thirty launches as PIC of sailplanes or powered sailplanes.</i></li> </ul> <p>Flight as PIC in SLMGs completed since the issue of the NPPL(A) shall be credited towards fulfilling this requirement.</p> </li> <li>5. Limitations and their removal</li> <li>5.1 Where the NPPL(A) SLMG rating was obtained by flying Touring Motor Gliders only, or the holder has not fulfilled requirements equivalent to FCL.110.S(a) in SLMGs other than TMGs (except that the 15 hours is reduced to 8 hours) nor passed a General Skill Test in an SLMG that is not a TMG, the SPL will be limited to TMGs only – (i.e. no privileges to act as pilot in command of sailplanes or powered sailplanes). This limitation shall remain in place unless and until: <ul style="list-style-type: none"> <li><i>(i) the requirements of FCL.110.S(a) are fulfilled in sailplanes and/or powered sailplanes other than TMGs (except that the 15 hours may be reduced to 8 hours); and</i></li> </ul> </li> </ol>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>NPPL(A)(SLMG) issued before 8 April 2018 continued (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)</p>	SPL	<p>(ii) <i>the flight test required by FCL.125 has been passed in a sailplane or powered sailplane other than a TMG.</i></p> <p>Flights in SLMGs other than TMGs that have been completed since the issue of a NPPL(A) shall be credited towards compliance with FCL.110.S(a), which are:</p> <p><b>FCL.110.S LAPL(S) – Experience requirements and crediting</b></p> <p>(a) <i>Applicants for an LAPL(S) shall have completed at least 15 hours of flight instruction in sailplanes, or powered sailplanes, including at least:</i></p> <ul style="list-style-type: none"> <li>(1) <i>10 hours of dual flight instruction;</i></li> <li>(2) <i>2 hours of supervised solo flight time;</i></li> <li>(3) <i>45 launches and landings;</i></li> <li>(4) <i>1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM).</i></li> </ul> <p>(b) <i>Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.</i></p> <p>5.2 Where the NPPL(A) SLMG was gained by flying only in SLMGs that are not TMGs, or the holder has not fulfilled requirements equivalent to FCL.135.S(a) in TMGs nor passed a General Skill Test in a TMG, the SPL will be limited to sailplanes and powered sailplanes only - (i.e. no privileges to act as pilot in command of Touring Motor Gliders). This limitation shall remain in place unless and until the requirements of FCL.135.S are complied with. Previous experience in SLMGs which are TMGs shall be credited towards fulfilling the requirements of FCL.135.S(a).</p> <p>The requirements of FCL.135.S are:</p> <p><b>FCL.135.S LAPL(S) – Extension of privileges to TMG</b></p> <p><i>The privileges of an LAPL(S) shall be extended to a TMG when the pilot has completed in an ATO, at least:</i></p> <p>(a) <i>6 hours of flight instruction on a TMG, including:</i></p> <ul style="list-style-type: none"> <li>(1) <i>4 hours of dual flight instruction;</i></li> <li>(2) <i>1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;</i></li> </ul>



Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>NPPL(A)(SLMG) issued before 8 April 2018 continued (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)</p>	SPL	<p>(b) a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:</p> <ul style="list-style-type: none"> <li>— Principles of flight,</li> <li>— Operational procedures,</li> <li>— Flight performance and planning,</li> <li>— Aircraft general knowledge,</li> <li>— Navigation.</li> </ul> <p>5.3 An NPPL(A) holder who has flying experience equivalent to FCL.110.S in SLMGs and FCL.135.S in SLMGs that are TMGs and has passed a General Skill Test in both an SLMG other than a TMG and in a TMG shall be entitled to a Part-FCL LAPL(S) entitling the holder fly sailplanes, powered sailplanes and TMGs.</p> <p>6. At the initial issue of the SPL, provide evidence of compliance with FCL.230.S, which requires compliance with FCL.140.S. as follows:</p> <p>6.1 If the SPL entitles the holder to fly sailplanes and powered sailplanes only (i.e. it does not give the privilege to fly TMGs) the holder shall comply with the requirements of FCL.140.S(a) which are:</p> <p><b>FCL.140.S LAPL(S) – Recency requirements</b></p> <p>(a) <i>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, at least:</i></p> <ul style="list-style-type: none"> <li>(1) 5 hours of flight time as PIC, including 15 launches;</li> <li>(2) 2 training flights with an instructor;</li> </ul> <p>6.2 If the SPL entitles the holder to fly Touring Motor Gliders only (i.e. it does not give the privilege to act as pilot in command of sailplanes and powered sailplanes), the holder shall comply with the requirements of FCL.140.S(b) which are:</p> <p><b>FCL.140.S LAPL(S) – Recency Requirements</b></p> <p>(b) <i>TMG. Holders of an LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:</i></p> <ul style="list-style-type: none"> <li>(1) completed in a TMG in the last 24 months:</li> </ul>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>NPPL(A)(SLMG) issued before 8 April 2018 continued (A UK issued PPL(A), CPL(A) or ATPL(A) with an SLMG rating issued before 8 April 2018 is acceptable in place of an NPPL(A) SLMG for this conversion)</p>	SPL	<p>(i) <i>at least 12 hours of flight time as PIC, including 12 take-offs and landings: and</i></p> <p>(ii) <i>refresher training of at least 1 hour total flight time with an instructor.</i></p> <p>(2) <i>when the holder of the LAPL(S) has the privilege to fly aeroplanes, the requirements in (1) may be completed in aeroplanes.</i></p> <p>6.3 If the NPPL(A) holder has insufficient experience to comply with 6(a) or 6(b), as appropriate to the LAPL(S) privileges sought, the holder shall comply with FCL.140.S(c)(1) by passing a proficiency check with an examiner in a powered sailplane that is not a TMG or a TMG as required.</p> <p>7. Launch methods – In order to comply with FCL.220.S, comply with FCL.130.S as required to add additional launch methods for sailplanes.</p> <p>8. To be remunerated for commercial operations other than as provided for in FCL.205.S(c), a pilot must remove the TMG only limitation and fulfil the requirements of FCL.205.S(b)(2). Flying experience gained in powered sailplanes other than TMGs since the issue of the NPPL(A) shall be counted towards meeting this requirement.</p>
<p>NPPL(A)(SLMG) issued before 8 April 2018</p>	PPL(A) TMG only	<p>1. Hold an NPPL(A) with SLMG rating;</p> <p>2. Hold a Class 2 (or Class 1) medical certificate issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</p> <p>3. To be issued with a UK Flight Radiotelephony Operator's Licence an individual must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. Whilst the pilot licence can be obtained without meeting EASA Language Proficiency Requirements for Flight Crew, a person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement;</p> <p>4. Have knowledge of the sections of Part OPS and Part-FCL relevant to the PPL(A) with TMG rating - in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
NPPL(A)(SLMG) issued before 8 April 2018 continued	PPL(A) TMG only	<p>5. Provide documentary evidence of having 45 hours flying experience in SLMGs that are TMGs including, (to comply with FCL.210.A(a) (1) and (2)), the following:</p> <ul style="list-style-type: none"> <li>(i) at least 25 hours dual flight instruction; and</li> <li>(ii) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure were made;</li> </ul> <p>Previous experience in SLMGs which are TMGs shall be credited towards fulfilling the requirement.</p> <p>Experience in SLMGs that are powered sailplanes other than TMGs cannot be counted towards meeting the requirements.</p> <p>6. At initial issue of the Part-FCL PPL(A), provide evidence of compliance with FCL.740(b) to obtain the initial rating validity, i.e.:</p> <p><b>FCL.740(b) Revalidation of single-pilot single-engine class ratings</b></p> <p>(1) <i>Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:</i></p> <ul style="list-style-type: none"> <li>(i) <i>within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or</i></li> <li>(ii) <i>within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:</i> <ul style="list-style-type: none"> <li>– 6 hours as PIC;</li> <li>– 12 take-offs and 12 landings; and</li> <li>– a training flight of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane.</li> </ul> </li> </ul> <p>7. Subsequently, compliance with Part-FCL FCL.740 and FCL.740.A(b) is required to maintain the TMG rating.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
<p>UK ATPL(A), CPL(A), BCPL(A) or PPL(A) issued before 8 April 2018</p>	<p>LAPL(A)</p>	<ol style="list-style-type: none"> <li>1. Hold a PPL(A), BCPL(A), CPL(A) or ATPL(A) with a valid SEP rating;</li> <li>2. Hold an LAPL medical certificate or Class 1 or Class 2 medical certificate issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. Hold or obtain (if required) a UK Flight Radiotelephony Operator's Licence; and if held fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. (Whilst the pilot licence can be obtained without meeting EASA Language Proficiency Requirements for Flight Crew, a person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement);</li> <li>4. Have knowledge of the sections of Part OPS and Part-FCL relevant to the LAPL(A) – in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> </ol>
<p>UK ATPL(H)/(H&amp;G), CPL(H)/(H&amp;G) or PPL(H) issued before 8 April 2018</p>	<p>LAPL(H)</p>	<ol style="list-style-type: none"> <li>1. Hold a PPL(H), CPL(H), CPL(H&amp;G), ATPL(H) or ATPL(H&amp;G) with a valid rating for a helicopter that may be included in the LAPL(H);</li> <li>2. Hold an LAPL medical certificate or Class 1 or Class 2 medical certificate issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. Hold or obtain (if required) a UK Flight Radiotelephony Operator's Licence; and if held fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. (Whilst the pilot licence can be obtained without meeting EASA Language Proficiency Requirements for Flight Crew, a person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement);</li> <li>4. Have knowledge of the sections of Part OPS and Part-FCL relevant to the LAPL(H) - in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> <li>5. Show evidence of the ability to use radio navigation aids.</li> </ol>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL (Balloons and Airships), or CPL (Balloons) issued before 8 April 2018	LAPL(B)	<ol style="list-style-type: none"> <li>1. Hold a UK issued private balloon and airship licence or a commercial balloon licence (PPL(BA) or CPL(B)) with valid balloon and/or hot air airship rating(s);</li> <li>2. Hold at least a LAPL medical certificate issued in accordance with Part-MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. Have knowledge of the sections of Part-OPS and Part-FCL relevant to the LAPL(B) - in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> <li>4. Comply with FCL.140.B – LAPL(B) – Recency requirements. The holder of a lapsed UK issued balloon licence must comply with FCL.140.B(b). The requirements are as follows:  <b>FCL.140.B LAPL(B) – Recency requirements</b>  <i>(a) Holders of an LAPL(B) shall only exercise the privileges of their licences when they have completed, in one class of balloons in the last 24 months, at least:</i> <ol style="list-style-type: none"> <li>(1) 6 hours of flight time as PIC, including 10 take offs and landings; and</li> <li>(2) 1 training flight with an instructor;</li> <li>(3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time in that class within the last 24 months, including 3 take offs and landings.</li> </ol> <i>(b) Holders of a LAPL(B) who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:</i> <ol style="list-style-type: none"> <li>(1) pass a proficiency check with an examiner in the appropriate class; or</li> <li>(2) perform the additional flight time or take offs and landings, flying dual and solo under the supervision of an instructor, in order to fulfil the requirements in (a).</li> </ol> <i>Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of balloons until 8 April 2015, requirements at FCL.140.B(a)(2), (b)(1) and (2) may be completed with UK nationally qualified instructors or examiners until 8 April 2015. This arrangement is necessary to permit an orderly transition from a position where no balloon pilot, instructor or examiner holds a Part-FCL licence to one where all who wish to fly EASA balloons from 8 April 2015 will hold such licences.</i> </li> </ol>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL(Balloons and Airships), or CPL (Balloons) issued before 8 April 2018 continued	LAPL(B)	<p>5. Classes of balloons and hot air airships will be included in the LAPL(B) based upon the privileges to fly balloons and airships for which the applicant qualified as the holder of a UK licence. The classes granted will not exceed the scope of the LAPL(B) and will be consistent with 'FCL.105.B – LAPL(B) – Privileges' and 'FCL.135.B – LAPL(B) – Extension of privileges to another balloon class'. Thus the LAPL(B) when issued will include privileges for one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) hot air balloons up to 3,400 cubic metres envelope capacity;</li> <li>(b) hot air airships up to 3,400 cubic metres capacity; and/or</li> <li>(c) gas balloons up to 1,200 cubic metres envelope capacity.</li> </ul> <p>6. <b>Extension of privileges to tethered flights</b></p> <p>6.1 The privileges of an LAPL(B) issued on conversion from a UK PPL(BA) or CPL(B) will include tethered flight privileges. Tethered flight training is included in the training required for the issue of a UK PPL(BA) and CPL(B). UK CPL(B) requirements are consistent with Part FCL. UK PPL(BA) are not. However, LAPL(B) holders must comply with FCL.130.B(c) and (d) and therefore the requirements of Part-FCL are fulfilled when the LAPL(B) is held.</p> <p>7. <b>Extension of privileges to night flying</b></p> <p>7.1 UK balloon licences do not include specific limitations or ratings for night flying. On conversion to a Part FCL LAPL(B), a Night Rating will be included if the licence holder:</p> <ul style="list-style-type: none"> <li>(a) provides evidence of having received instruction at night on 2 flights of at least 1 hour each, or of at least 2 flights totalling at least 4 hours as pilot in command of a balloon at night; and</li> <li>(b) is "colour safe" in accordance with MED.A.030(e).</li> </ul> <p>8. <b>Extension of privileges to instructing</b></p> <p>8.1 Prior to the mandatory introduction of Part-FCL for balloon licences the CAA accepts the BBAC Instructor Training Programme. Instructors who qualify as BBAC Instructors oversee the training of balloon and hot air airship pilots in the UK. The programme is set out in the BBAC Instructor Rating Application Procedure and is supported by the BBAC Instructor Syllabus FI/S/02</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL(Balloons and Airships), or CPL (Balloons) issued before 8 April 2018 continued	LAPL(B)	<p>8.2 Requirements to be complied with to convert a BBAC Instructor Rating to a Part-FCL FI(B) and limitations to be applied.</p> <p>8.2.1 Requirements</p> <ol style="list-style-type: none"> <li>1 Hold a Part-FCL LAPL(B);</li> <li>2 Be aged 18 or over (to comply with FCL.915(a));</li> <li>3. Hold a BBAC Balloon Instructor Rating</li> <li>4 The validity of the FI(B) at initial issue will be based on either:               <ol style="list-style-type: none"> <li>i. the initial flight test taken as part of the BBAC Instructor Training Programme for BBAC Instructor Rating issue if within the 3 years preceeding issue of the FI(B); or</li> <li>ii. presentation of evidence of completion of any two of the following three requirements:                   <ol style="list-style-type: none"> <li>a. 6 hours flight instruction or examining in balloons within the 3 years preceding issue of the FI(B) (while holding the appropriate instructor rating/examiner authorisation);</li> <li>b. completion of a BBAC Instructor training day within the preceding the 12 months preceding issue of the FI(B);</li> <li>c. passing a flight test for a BBAC Instructor Rating within the preceding 12 months;</li> </ol> </li> </ol> <p>or</p> <li>iii. compliance with FCL.940.FI(c), i.e.:  <i>(c) Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:</i> <ol style="list-style-type: none"> <li><i>(1) attend an instructor refresher seminar;</i></li> <li><i>(2) pass an assessment of competence in accordance with FCL.935.</i></li> </ol> </li> </li></ol> <ol style="list-style-type: none"> <li>5. BBAC Instructors who provide evidence of having qualified to give night flying instruction shall have these privileges included in the Part-FCL licence;</li> <li>6. BBAC Instructors who provide evidence of having qualified to train other instructors shall have these privileges identified in the Part-FCL licence provided that they have fulfilled the flying experience requirements of FCL.905.FI(i)(1)(ii).</li> </ol> <p>8.2.2 Limitations</p> <ol style="list-style-type: none"> <li>1 A Part-FCL FI(B) issued on conversion of UK qualifications shall have restricted privileges until the holder has complied with FCL.910.FI(c)(3);</li> </ol>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL(Balloons and Airships), or CPL (Balloons) issued before 8 April 2018	BPL	<ol style="list-style-type: none"> <li>1. Hold a UK issued private balloon and airship licence or a commercial balloon licence (PPL(BA) or CPL(B)) with valid balloon and/or hot air airship rating(s);</li> <li>2. Hold a Class 2 or Class 1 medical certificate issued in accordance with Part-MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. Have knowledge of the sections of Part-OPS and Part FCL relevant to the BPL – in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> <li>4. Comply with FCL.230.B – BPL – Recency requirements. The holder of a lapsed UK-issued balloon licence must comply with FCL.230.B(b). The requirements are as follows: <p><b>FCL.230.B BPL – Recency requirements</b></p> <p>(a) Holders of a BPL shall only exercise the privileges of their licences when they have completed, in one class of balloons in the last 24 months, at least:</p> <ol style="list-style-type: none"> <li>(1) 6 hours of flight time as PIC, including 10 take offs and landings; and</li> <li>(2) 1 training flight with an instructor in a balloon within the appropriate class and with the maximum envelope capacity they have privileges for;</li> <li>(3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time in that class within the last 24 months, including 3 take offs and landings.</li> </ol> <p>(b) Holders of a BPL who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:</p> <ol style="list-style-type: none"> <li>(1) pass a proficiency check with an examiner in a balloon within the appropriate class and with the maximum envelope capacity they have privileges for; or</li> <li>(2) perform the additional flight time or take offs and landings, flying dual and solo under the supervision of an instructor, in order to fulfil the requirements in (a).</li> </ol> </li> </ol>



Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL(Balloons and Airships), or CPL (Balloons) issued before 8 April 2018 continued	BPL	<p><i>Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of balloons until 8 April 2015, requirements at FCL.140.B(a)(2), (b)(1) and (2) may be completed with UK nationally qualified instructors or examiners until 8 April 2015. This arrangement is necessary to permit an orderly transition from a position where no balloon pilot, instructor or examiner holds a Part-FCL licence to one where all who wish to fly EASA balloons from 8 April 2015 will hold such licences.</i></p> <p>5. Classes of balloons and hot air airships will be included in the BPL based upon the privileges to fly balloons and airships for which the applicant qualified as the holder of a UK licence. The classes granted will not exceed the scope of the BPL and will be consistent with FCL.225.B</p> <p>6. If the UK licence held is a PPL(BA), the privileges of the BPL are restricted to act without remuneration in non-commercial operations (except as provided for in FCL.205.B(c)) until the flying experience requirements of FCL.205.B(b)(2) have been complied with.</p> <p>7. If the UK licence held is a CPL(B) that is restricted to flights for aerial work and private flying only, the privileges of the BPL are restricted to act with remuneration on other than commercial air transport operations until the flying experience requirements of FCL.205.B(b)(2) have been complied with.</p> <p>8. <b>Extension of privileges to tethered flights</b></p> <p>8.1 The privileges of a BPL issued on conversion from a UK PPL(BA) or CPL(B) will include tethered flight privileges. Tethered flight training is included in the training required for the issue of a UK PPL(BA) and CPL(B). UK CPL(B) requirements are consistent with Part FCL. UK PPL(BA) are not.</p> <p>9. <b>Extension of privileges to night flying</b></p> <p>9.1 UK balloon licences do not include specific limitations or ratings for night flying. On conversion to a Part FCL BPL, a Night Rating will be included if the licence holder:</p> <p>(a) provides evidence of having received instruction at night on 2 flights of at least 1 hour each, or of at least 2 flights totalling at least 4 hours as pilot in command of a balloon at night; and</p> <p>(b) is "colour safe" in accordance with MED.A.030(e).</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL(Balloons and Airships), or CPL (Balloons) issued before 8 April 2018 continued	BPL	<p>10. <b>Extension of privileges to instructing</b></p> <p>10.1 Prior to the mandatory introduction of Part-FCL for balloon licences the CAA accepts the BBAC Instructor Training Programme. Instructors who qualify as BBAC Instructors oversee the training of balloon and hot air airship pilots in the UK. The programme is set out in the BBAC Instructor Rating Application Procedure and is supported by the BBAC Instructor Syllabus FI/S/02</p> <p>10.2 Requirements to be complied with to convert a BBAC Instructor Rating to a Part-FCL FI(B) and limitations to be applied.</p> <p>10.2.1 Requirements</p> <ol style="list-style-type: none"> <li>1 Hold a Part-FCL BPL;</li> <li>2 Be aged 18 or over (to comply with FCL.915(a));</li> <li>3 Hold a BBAC Balloon Instructor Rating</li> <li>4 The validity of the FI(B) at initial issue will be based on either:               <ol style="list-style-type: none"> <li>(a) the initial flight test taken as part of the BBAC Instructor Training Programme for BBAC Instructor Rating issue if within the 3 years preceeding issue of the FI(B); or</li> <li>(b) presentation of evidence of completion of any two of the following three requirements:                   <ol style="list-style-type: none"> <li>(i) 6 hours flight instruction or examining in balloons within the 3 years preceding issue of the FI(B) (while holding the appropriate instructor rating/examiner authorisation);</li> <li>(ii) completion of a BBAC Instructor training day within the preceding the 24 months preceding issue of the FI(B);</li> <li>(iii) passing a flight test for a BBAC Instructor Rating within the preceding 12 months;</li> </ol> </li> </ol> </li> </ol> <p>or</p> <p>(c) compliance with FCL.940.FI(c), i.e:</p> <p>(c) <i>Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:</i></p> <ol style="list-style-type: none"> <li>(1) <i>attend an instructor refresher seminar;</i></li> <li>(2) <i>pass an assessment of competence in accordance with FCL.935.</i></li> </ol>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
PPL(Balloons and Airships), or CPL (Balloons) issued before 8 April 2018 continued	BPL	<p>5 BBAC Instructors who provide evidence of having qualified to give night flying instruction shall have these privileges included in the Part-FCL licence;</p> <p>6 BBAC Instructors who provide evidence of having qualified to train other instructors shall have these privileges identified in the Part-FCL licence provided that they have fulfilled the flying experience requirements of FCL.905.FI(i)(1)(ii).</p> <p>10.2.2 Limitations</p> <p>1 A Part-FCL FI(B) issued on conversion of UK qualifications shall have restricted privileges until the holder has complied with FCL.910.FI(c)(3).</p> <p>2 Instructing experience as a BBAC instructor will count towards meeting this requirement.</p>
UK CPL(As) issued before 8 April 2015	PPL(As)	<p>1. Hold a UK CPL(As);</p> <p>2. Hold at least a Class 2 medical certificate issued in accordance with Part Med (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</p> <p>3. To be issued with a UK Flight Radiotelephony Operator's Licence an individual must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. A person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement;</p> <p>4. Comply with FCL.060(b) – Recent Experience – on conversion to a Part-FCL licence;</p> <p>5. Have knowledge of the parts of Part-OPS and Part FCL relevant to the PPL(As) in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</p> <p>6. Have valid type ratings included in the Part-FCL licence based upon valid airship ratings in the UK licence or if the pilot does not have a valid airship rating in the UK licence comply with FCL.740(b) in an airship for which an aircraft rating is included in the UK licence.</p> <p>7. <b>Extension of privileges to night flying</b>  Holders of UK CPL(As) are qualified to fly at night. On conversion to a Part FCL PPL(As) or CPL(As), a Night Rating will be included provided the pilot has been assessed as colour safe in accordance with MED.A.030(e).</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
UK CPL(As) issued before 8 April 2015 continued	PPL(As)	<p>8. <b>Extension of privileges to instructing</b></p> <p>There are no holders of UK instructor ratings for airships and so no conversion criteria are needed.</p> <p>9. <b>Conversion of UK issued examiner authorisations to Part-FCL examiner certificates</b></p> <p>There is only one UK licence holder in the UK who has an airship examiner authorisation. If a conversion is required terms specific to the individual will be established and notified to the Agency.</p>
UK CPL(As) issued before 8 April 2015	CPL(As)	<ol style="list-style-type: none"> <li>1. Hold a UK CPL(As).</li> <li>2. Hold a class 2 or class 1 medical certificate issued in accordance with Part Med (MED.A.030. Any limitation arising from the holder's medical status will appear on the medical certificate);</li> <li>3. To be issued with a UK Flight Radiotelephony Operator's Licence an individual must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6. A person without a UK Flight Radiotelephony Operator's Licence is not authorised to use a radio in an aircraft. The holder of an existing valid UK Flight Radiotelephony Operator's Licence will be accepted as qualifying for a Level 4 (expiring) language proficiency endorsement;</li> <li>4. Have knowledge of the parts of Part-Ops and Part FCL relevant to the CPL(As) in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</li> <li>5. Fulfil the flying experience requirements for licence issue stipulated in Appendix 3 to Part-FCL, Section N, CPL Modular Course, Paragraph 10</li> <li>6. Have valid type ratings included in the Part-FCL licence based upon valid airship ratings in the UK licence or if the pilot does not have a valid airship rating in the UK licence comply with FCL.740(b) in an airship for which an aircraft rating is included in the UK licence.</li> <li>7. <b>Extension of privileges to night flying</b></li> </ol> <p>Holders of UK CPL(As) are qualified to fly at night. On conversion to a Part FCL PPL(As) or CPL(As), a Night Rating will be included provided the pilot has been assessed as colour safe in accordance with MED.A.030(e).</p>

<b>Licence previously issued under the ANO</b>	<b>Conversion to Part-FCL Licence</b>	<b>Requirements</b>
UK CPL(As) issued before 8 April 2015 continued	CPL(As)	<p>8. <b>Extension of privileges to instructing</b> There are no holders of UK instructor ratings for airships and so no conversion criteria are needed.</p> <p>9. <b>Conversion of UK issued examiner authorisations to Part-FCL examiner certificates</b> There is only one UK licence holder in the UK who has an airship examiner authorisation. If a conversion is required terms specific to the individual will be established and notified to the Agency.</p>
Any microlight licence (that has contained no privilege other than to fly microlight aeroplanes)	No EASA equivalent	The holder of a UK issue Microlight licence may convert their licence to a Part-FCL LAPL(A) or PPL(A), by first satisfying the requirement to convert from a UK Microlight licence to a UK NPPL(A) with an SSEA or SLMG rating, and additionally meeting the requirements for the conversion of a NPPL(A) SSEA or SLMG to a Part-FCL LAPL(A) or PPL(A), by satisfying the conversion requirements as set out in this Part.
PPL(Gyroplanes)	No EASA equivalent	As currently.
BGA Gliding Certificates issued before 8 April 2018	Part-FCL LAPL(S)	<p>1. Hold a BGA Bronze Endorsement and BGA Cross Country endorsement or in lieu of the latter have achieved the Fédération Aéronautique Internationale (FAI) Silver (Badge) Distance;</p> <p>2. Hold a LAPL medical certificate (or Class 1 or Class 2 medical certificate) issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</p> <p>3. The holder of a UK Flight Radiotelephony Operator's privileges will have those privileges included in the LAPL(S). The holder must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6 for the radiotelephony privileges to be usable.</p> <p>4. Have knowledge of the sections of Part OPS and Part-FCL relevant to the LAPL(S) with in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</p> <p>5. Comply with FCL.105.S(b) – LAPL(S) Privileges and Conditions on issue of the Part-FCL LAPL(S) in order to be entitled to carry passengers. i.e.:</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL LAPL(S)	<p><b>FCL.105.S LAPL(S) – Privileges and conditions</b></p> <p><i>(b) Holders of a LAPL(S) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes.</i></p> <p>Flight time or launches as PIC completed since the issue of BGA Bronze Endorsement shall be credited towards fulfilling this requirement. And comply with FCL.060(b), i.e.:</p> <p><b>FCL.060 Recent experience</b></p> <p><i>(b) Aeroplanes, helicopters, powered-lift, airships and sailplanes. A pilot shall not operate an aircraft in commercial air transport or carrying passengers:</i></p> <p><i>(1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and</i></p> <p><i>(2) as PIC at night unless he/she:</i></p> <p><i>(i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or</i></p> <p><i>(ii) holds an IR;</i></p> <p>6. In order to obtain Launch Method endorsement(s), have achieved in accordance with BGA arrangements, the following:</p> <p>Winch and car launch: 20 launches as PIC;  Aero tow launch: 12 launches as PIC;  Bungee launch: 3 launches as PIC;  Self Launch: Hold an NPPL(A) with SLMG rating</p> <p>If not qualifying for a particular launch method at the time of licence conversion, the additional launch method may be added later when the applicant complies with FCL.130.S(a). Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2015, the requirement at FCL.130.S(a) may be complied with by flying with a BGA instructor. This arrangement is necessary to permit an orderly transition from a position where no sailplane pilot or instructor holds a Part-FCL licence to one where all who wish to fly EASA sailplanes from 8 April 2015 will hold such licences.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL LAPL(S)	<p>7. In order to maintain privileges in each launch method on conversion, comply with FCL.130.S(c) and (d), i.e.:</p> <p><b>FCL.130.S LAPL(S) – Launch methods</b></p> <p>(c) <i>In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.</i></p> <p>(d) <i>When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.</i></p> <p>Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2015, the requirement at FCL.130.S(d) may be complied with by flying with a BGA instructor. This arrangement is necessary to permit an orderly transition from a position where no sailplane pilot or instructor holds a Part-FCL licence to one where all who wish to fly EASA sailplanes from 8 April 2015 will hold such licences.</p> <p>8. In order to extend the privileges of the LAPL(S) to TMG:</p> <p>(a) Hold an NPPL(A) with valid SLMG rating and provide evidence of having flown SLMGs that are TMGs;</p> <p>(b) If the privileges of the LAPL(S) are extended to TMGs, the applicant is entitled to the Self Launch Method endorsement without supplying further evidence.</p> <p>9. On conversion at issue, comply with FCL.140.S, i.e.:</p> <p><b>FCL.140.S LAPL(S) – Recency requirements</b></p> <p>(a) <i>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, at least:</i></p> <p>(1) <i>5 hours of flight time as PIC, including 15 launches;</i></p> <p>(2) <i>2 training flights with an instructor.</i></p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL LAPL(S)	<p>(b) <i>TMG. Holders of a LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:</i></p> <p>(1) <i>completed in a TMG in the last 24 months:</i></p> <p>(i) <i>at least 12 hours of flight time as PIC, including 12 take offs and landings; and</i></p> <p>(ii) <i>refresher training of at least 1 hour total flight time with an instructor.</i></p> <p>(2) <i>When the holder of a LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) may be completed in aeroplanes.</i></p> <p>(c) <i>Holders of an LAPL(S) who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges:</i></p> <p>(1) <i>pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or</i></p> <p>(2) <i>perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).</i></p> <p>Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2015, requirements at FCL.140.S(a)(2), (b)(1)(ii) and (c) may be completed with UK nationally qualified instructors or examiners. This arrangement is necessary to permit an orderly transition from a position where no sailplane pilot or instructor holds a Part-FCL licence to one where all who wish to fly EASA sailplanes from 8 April 2015 will hold such licences.</p>
BGA Gliding Certificates issued before 8 April 2018	Part-FCL SPL	<ol style="list-style-type: none"> <li>1. Hold a BGA Bronze Endorsement and BGA Cross Country endorsement or in lieu of the latter have achieved the Fédération Aéronautique Internationale (FAI) Silver (Badge) Distance;</li> <li>2. Hold a Class 2 (or Class 1) medical certificate issued in accordance with Part MED (MED.A.030). Any limitation arising from the holder's medical status will appear on the medical certificate;</li> <li>3. The holder of UK Flight Radiotelephony Operator's privileges will have those privileges included in the SPL. The holder must fulfil the EASA Language Proficiency Requirements for Flight Crew at Level 4, 5, or 6 for the radiotelephony privileges to be usable.</li> </ol>



Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL SPL	<p>4. Have knowledge of the sections of Part OPS and Part-FCL relevant to the SPL in accordance with A.1(b) of Annex II to the EASA Aircrew Regulation;</p> <p>5. Comply with FCL.205.S(b)(1) – SPL Privileges and Conditions on issue of the Part-FCL SPL in order to be entitled to carry passengers. i.e.:</p> <p><b>FCL.205.S SPL – Privileges and conditions</b></p> <p><i>(b) Holders of an SPL shall:</i></p> <p><i>(1) carry passengers only after they have completed, after the issuance of the licence, 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes.</i></p> <p>Flight time or launches as PIC completed since the issue of BGA Bronze Endorsement shall be credited towards fulfilling this requirement. And comply with FCL.060(b), i.e.:</p> <p><b>FCL.060 Recent experience</b></p> <p><i>(b) Aeroplanes, helicopters, powered-lift, airships and sailplanes. A pilot shall not operate an aircraft in commercial air transport or carrying passengers:</i></p> <p><i>(1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and</i></p> <p><i>(2) as PIC at night unless he/she:</i></p> <p><i>(i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or</i></p> <p><i>(ii) holds an IR;</i></p> <p>6. In order to obtain Launch Method endorsement(s), have achieved in accordance with BGA arrangements, the following:</p> <p>Winch and car launch: 20 launches as PIC;  Aero tow launch: 12 launches as PIC;  Bungee launch: 3 launches as PIC;  Self Launch: Hold an NPPL(A) with SLMG rating.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL SPL	<p>If not qualifying for particular a launch method at the time of licence conversion, the additional launch method may be added later when the applicant shall complies with FCL.130.S(a). Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2015, the requirement at FCL.130.S(a) may be complied with by flying with a BGA instructor. This arrangement is necessary to permit an orderly transition from a position where no sailplane pilot or instructor holds a Part-FCL licence to one where all who wish to fly EASA sailplanes from 8 April 2015 will hold such licences.</p> <p>7. In order to maintain privileges in each launch method on conversion, comply with FCL.130.S(c) and (d), i.e.:</p> <p><b>FCL.130.S LAPL(S) – Launch methods</b></p> <p>(c) <i>In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.</i></p> <p>(d) <i>When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges</i></p> <p>Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2015, the requirement at FCL.130.S(d) may be complied with by flying with a BGA instructor. This arrangement is necessary to permit an orderly transition from a position where no sailplane pilot or instructor holds a Part-FCL licence to one where all who wish to fly EASA sailplanes from 8 April 2015 will hold such licences.</p> <p>8. In order to extend the privileges of the SPL to TMG:</p> <p>(a) Hold an NPPL(A) with valid SLMG rating and provide evidence of having flown SLMGs that are TMGs;</p> <p>(b) If the privileges of the SPL are extended to TMGs, the applicant is entitled to the Self Launch Method endorsement without supplying further evidence.</p>

Licence previously issued under the ANO	Conversion to Part-FCL Licence	Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL SPL	<p>9. On conversion at issue, comply with FCL.140.S, i.e:</p> <p><b>FCL.140.S LAPL(S) – Recency requirements</b></p> <p>(a) <i>Sailplanes and powered sailplanes.</i>  <i>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, at least:</i></p> <p>(1) <i>5 hours of flight time as PIC, including 15 launches;</i></p> <p>(2) <i>2 training flights with an instructor.</i></p> <p>(b) <i>TMG. Holders of a LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:</i></p> <p>(1) <i>completed in a TMG in the last 24 months:</i></p> <p>(i) <i>at least 12 hours of flight time as PIC, including 12 take offs and landings; and</i></p> <p>(ii) <i>refresher training of at least 1 hour total flight time with an instructor.</i></p> <p>(2) <i>When the holder of a LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) may be completed in aeroplanes.</i></p> <p>(c) <i>Holders of an LAPL(S) who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges:</i></p> <p>(1) <i>pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or</i></p> <p>(2) <i>perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).</i></p> <p>Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2015, requirements at FCL.140.S(a)(2), (b)(1)(ii) and (c) may be completed with UK nationally qualified instructors or examiners. This arrangement is necessary to permit an orderly transition from a position where no sailplane pilot or instructor holds a Part-FCL licence to one where all who wish to fly EASA sailplanes from 8 April 2015 will hold such licences.</p>

<b>Licence previously issued under the ANO</b>	<b>Conversion to Part-FCL Licence</b>	<b>Requirements</b>
BGA Gliding Certificates issued before 8 April 2018 continued	Part-FCL SPL	10. On conversion, the SPL shall be endorsed with the restriction at FCL.205.S(b)(2) such that FCL.205.S(b)(2) and (c) shall apply. This restriction shall be removed on fulfilling the requirements for its removal as set out in FCL.205.S(b)(2).

<b>Rating Previously issued under the ANO</b>	<b>Part-FCL Rating / Certificate</b>	<b>Conversion Requirements</b>
IMC rating issued before 8 April 2014	Instrument rating (restricted) IR(Restricted)	Hold a valid IMC rating prior to 8 April 2014; or a UK CPL(A)/ATPL(A) issued prior to 1 July 2000. The requirement of Part-MED, MED.A.030(g) shall not apply to the IR(R).
FI(A) No Applied IF issued before 8 April 2014	FI(A) without instrument instruction privileges	Hold a valid FI(A) No Applied IF
FI(A), IR(A) issued before 8 April 2014	FI(A) with the privilege to instruct for the IR(A)	Hold a valid FI(A), IR(A)
FI(A), IMC rating issued before 8 April 2014	FI(A) with the privilege to instruct for the IR(Restricted) – UK only	Hold a valid FI(A) and a valid IMC rating prior to 8 April 2014; or a UK CPL(A)/ATPL(A) issued prior to 1 July 2000. The requirement of Part-MED, MED.A.030(g) shall not apply to the IR(R).
FI(H) No Applied IF issued before 8 April 2014	FI(H) without instrument instruction privileges	Hold a valid FI(H) No Applied IF
FI(H), IR(H) issued before 8 April 2014	FI(H) with the privilege to instruct for the IR(H)	Hold a valid FI(H), IR(H)
AFI(A)/(H) issued before 8 April 2014	FI (A)/(H) Restricted - no instrument flight instruction privileges	Hold a valid AFI(A)/(H)
BGA Gliding Certificates issued before 8 April 2018	FI(S)	<ol style="list-style-type: none"> <li>1. Have qualified for a LAPL(S) or SPL in accordance with the conversion terms set out in this Part.</li> <li>2. Be at least 18 years of age.</li> <li>3. Have at least 100 hours flight time and 200 launches as PIC in sailplanes.</li> </ol>

Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
<p>BGA Gliding Certificates issued before 8 April 2018 continued</p>	<p>FI(S)</p>	<ol style="list-style-type: none"> <li>4. Hold a BGA Flight Instructor Rating at Assistant or Full level. The privileges granted will be those at FCL.905.FI(a) and (b) as applicable to the FI(S). If the holder of a BGA Assistant Flight Instructor Rating has NOT completed the BGA Approved Assistant Instructor Rating Completion Course, the FI(S) will be issued with Restricted Privileges per FCL.910.FI. The privileges granted will be those at FCL.910.FI(a)(1) and (3) as applicable to the FI(S) with restricted privileges.</li> <li>5. The privileges of an FI(S) without Restricted Privileges may be extended to conduct flight instruction for the FI(S), per FCL.905.FI(i), if the applicant has completed at least 50 hours or 150 launches as a flight instructor with evidence from logbook entries and is confirmed by the BGA as competent with reference to FCL.935 to instruct for instructor qualifications.</li> <li>6. The privileges of an FI(S) with or without Restricted Privileges may be extended to giving instruction in only gliding exercises in TMGs where the applicant qualifies for a TMG class endorsement and: <ol style="list-style-type: none"> <li>(a) Has at least 30 hours as PIC in TMGs</li> <li>(b) Is the holder of a BGA MGIR (Motor Glider Instructor Rating).</li> </ol> <p>The limitation to giving instruction in only gliding exercises shall be removed on completion of an assessment of competence in accordance with FCL.935 with an FI qualified in accordance with FCL.905.FI</p> </li> </ol>

Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
<p>BGA Gliding Certificates issued before 8 April 2018 continued</p>	<p>FI(S)</p>	<ol style="list-style-type: none"> <li>7. The privileges of the FI(S) may be extended to instruct on TMGs without the limitation to giving instruction in only gliding exercises (i.e. to give the instructing privileges on TMGs at FCL.915.FI(e)) if the applicant holds a valid FI(SLMG) in a valid NPPL(A) with valid medical certificate and valid SLMG rating.</li> <li>8. The privileges of the FI(S) with or without Restricted Privileges may be extended to instruct for the Aerobatic Rating if the applicant holds a BGA Aerobatic Instructor Endorsement.</li> <li>9. On conversion, the initial validity shall be determined from the last revalidation by the BGA of the BGA Instructor Certificate being converted or if also qualifying for the extension of the FI(S) to TMGs, from the last revalidation of the FI(SLMG) by the BGA (last competency flight test), whichever is the later.</li> </ol>
<p>BGA Gliding Certificates issued before 8 April 2018</p>	<p>FE(S) &amp; FIE(S)</p>	<ol style="list-style-type: none"> <li>1. Have qualified for a LAPL(S) or SPL and an FI(S) in accordance with the conversion terms set out in this Part. To become an FIE(S), have in addition qualified to give instruction for the FI(S).</li> <li>2. Hold a valid BGA FE and/or FIE authorisation as required for the Part-FCL examiner certificate sought.</li> <li>3. Complete a UK CAA Part-FCL Examiner Standardisation Course if not already done so.</li> <li>4. The privileges of the Part-FCL examiner certificate shall reflect the BGA examining privileges held.</li> </ol>

Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
<p>BGA Gliding Certificates issued before 8 April 2018 continued</p>	<p>FE(S) &amp; FIE(S)</p>	<p>5. In the case of the FE(S):</p> <ul style="list-style-type: none"> <li>(a) The privileges at FCL.1005.FE(d)(1) will be granted on initial conversion.</li> <li>(b) The privileges at FCL.1005.FE(d)(2) may be added when the examiner is the holder of an SPL; the restriction to act without remuneration on non commercial operations has been removed in accordance with FCL.205.S(b)(2) and the examiner meets the experience requirements set out in FCL.1005.FE(d)(2).</li> <li>(c) The privileges at FCL.1005.FE(d)(3) may be added when the examiner's LAPL(S) or SPL and FI(S) include the TMG class extension and the examiner either meets the experience requirements set out in FCL.1005.FE(d)(3) or is the holder of a valid UK FE(SLMG) authorisation.</li> </ul> <p>6. In the case of the FIE(S):</p> <ul style="list-style-type: none"> <li>(a) The privilege to conduct assessment of competence for an FI(S) without TMG extension will be granted on initial conversion.</li> <li>(b) The privilege to conduct assessments of competence in TMGs may be granted when the examiner's LAPL(S) or SPL and FI(S) includes the TMG extension and the examiner either meets the experience requirements of FCL.1010.FIE(d)(3)(1) or is the holder of a valid UK FIE(SLMG) authorisation.</li> </ul>

Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	FE(S) & FIE(S)	<p>7. On conversion, the initial validity shall be determined from either:</p> <ul style="list-style-type: none"> <li>(a) the most recent revalidation of the BGA examiner authorisation being converted; or</li> <li>(b) if also qualifying for the extension of the FE(S) or FIE(S) to TMGs, on the basis of holding a UK SLMG examiner authorisation, the validity shall be determined from the last revalidation of the FE(SLMG) or the FIE(SLMG) authorisation (last competency flight test), whichever is the later.</li> </ul> <p>8. Examiners who do not have valid UK national examiner privileges shall fulfil the requirements of FCL.1025. Where an examiner has partially fulfilled UK national requirements, these may be credited to comply with the requirements of FCL.1025 (b) (1), (b)(2) and (b)(3) or (c) respectively for the first issue of a Part FCL examiner certificate.</p>
BGA Gliding Certificates issued before 8 April 2018	Sailplane Towing Rating	<p>The sailplane towing standards in the UK, established by the BGA, are competency based. They have been found to be equivalent to those of Part-FCL, particularly in respect of the flying experience and theoretical knowledge requirements. These are detailed in the Comparison Tables in Section 4. The differences identified in the Comparison Table have been collated into the requirements for conversion for each case. In accordance with FCL.805(d) the ratings shall be granted for aeroplanes or TMGs depending upon the evidence submitted.</p>



Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Sailplane Towing Rating	<p>A Part-FCL Sailplane Towing Rating will be granted to pilots who:</p> <ol style="list-style-type: none"> <li>Prior to the 8th April 2015, convert their UK issued licence to a Part-FCL licence.</li> <li>Have qualified to tow through a BGA gliding club, and</li> <li>Show logbook evidence of 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 aeroplane, or in TMG, if the activity is to be carried out in TMGs, completed after the issue of the UK licence, and</li> <li>Show logbook evidence of at least 10 flights as PIC towing a sailplane in an Aeroplane at a BGA Club. The Sailplane Towing Rating will be restricted to Aeroplanes only.</li> <li>Show logbook evidence of at least 10 flights as PIC towing a sailplane in a TMG at a BGA Club. The Sailplane Towing Rating will be restricted to TMG's only.</li> </ol> <p>Once the Sailplane Towing rating has been endorsed on to a Part-FCL licence and prior to exercising the privileges the tug pilot will ensure they comply with FCL.805(e) as detailed in Section 4. Where the tug pilot does not comply with the requirements in FCL.805(e), before resuming the exercise of their privileges they shall complete the missing tows with or under the supervision of an instructor.</p> <p>Prior to the 8th April 2015, the instructor who conducts the supervision in paragraph 3.3 above, can be the nominated Chief Tug Pilot at the Gliding Club.</p>

Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Sailplane Towing Instructor	<p>There is a need to ensure that those pilots who have coached other pilots to tow sailplanes can continue under Part-FCL. As such an extension of any existing Flight Instructor (FI) or Class Rating Instructor Certificate (CRI) to include privileges to instruct for the Sailplane Towing Rating will be granted to pilots who:</p> <ul style="list-style-type: none"> <li>a) Are subject to a recommendation from their BGA club CFI indicating that pilot had taught other pilots to tow sailplanes,</li> <li>b) Hold or have held a FI or CRI in the appropriate category to which the Towing Rating applies,</li> <li>c) Hold a Sailplane Towing Rating.</li> </ul> <p>Those pilots who have coached other pilots to tow sailplanes who do not hold an existing FI or CRI certificate can continue under Part-FCL. As such a CRI Certificate restricted to instruction for the Sailplane Towing Rating only will be granted to pilots who:</p> <ul style="list-style-type: none"> <li>a) Demonstrate logbook evidence of at least 300 hours flight time as a pilot on aeroplanes and at least 30 hours as PIC on the applicable class of aeroplane, and</li> <li>b) Are subject to a recommendation from their BGA club CFI indicating that pilot had taught other pilots to tow sailplanes, and</li> <li>c) Hold a Sailplane Towing Rating.</li> </ul>

Rating Previously issued under the ANO	Part-FCL Rating / Certificate	Conversion Requirements
BGA Gliding Certificates issued before 8 April 2018 continued	Sailplane Towing Instructor	<p>To extend the CRI to the full privileges they will be required to complete the full CRI course, in accordance with FCL.930.CRI and pass an Assessment of Competence in accordance with FCL.935. They will be required to apply to the CAA for issue of the full CRI.</p> <p>The CRI will be issued with the following restriction, FCL.905. CRI(a)(2). Pilots issued with this certificate will not be able to exercise the full privileges of the CRI unless they extend the privileges.</p> <p>Instructor Certificates are issued for 3 years, unless the pilot holds an existing FI or CRI, the restricted CRI will be issued for 3 years from the date of conversion. Prior to the first revalidation or renewal of the restricted CRI, the requirements of paragraph 3.9 shall be met to allow the CRI to continue to instruct.</p>

UK Nationally Recognised Qualification	Part-FCL Qualification	Conversion Requirements
BGA Cloud Flying Endorsement issued before 8 April 2018	Sailplane Cloud Flying Rating (SCFR)	<p><b>Prerequisites:</b> Hold a LAPL(S) or SPL, or comply with the requirements for the LAPL(S) or SPL in accordance with this Subpart.</p> <p><b>Requirements:</b> hold a BGA Cloud Flying Endorsement; and before exercising the privileges of the SCFR, be compliant with the requirements of FCL.830(d) or (e), or be credited in accordance with FCL.830(f).</p>

UK Nationally Recognised Qualification	Part-FCL Qualification	Conversion Requirements
BGA Instructor with privileges to instruct for the Cloud Flying Endorsement issued before 8 April 2018	Extension of Flight Instructor (FI(S)) privileges to SCFR Instruction.	<p><b>Prerequisites:</b> Hold a SCFR, or comply with the requirements for the SCFR in accordance with this Subpart and hold or comply with the requirements for the FI(S) in accordance with this Subpart.</p> <p><b>Requirements:</b> be recorded by the BGA as holding a valid BGA instructor and BGA Cloud Flying Endorsement Instructor competency.</p>
BGA Examiner with privileges to examine for the Cloud Flying Endorsement issued before 8 April 2018	Extension of Flight Examiner (FE(S)) privileges to SCFR	<p><b>Prerequisites:</b> Hold an FI(S), or comply with the requirements for the FI(S) with SCFR instruction privileges.</p> <p><b>Requirements:</b> be recorded by the BGA as holding a valid BGA examiner authorisation that has been extended to BGA Cloud Flying Endorsement Examiner privileges; and either: have given at least 5 hours or 25 flights of cloud flying instruction in sailplanes, powered sailplanes of Touring Motor Gliders; or have given at least 10 hours of flight instruction for the IR(A), EIR or the UK IMC Rating/Restricted IR(A).</p>
Aerobatic Privileges exercised on UK National/JAR-FCL licence issued before 8 April 2018	Aerobatic Rating	<ol style="list-style-type: none"> <li>1. Have received the theoretical knowledge specified in AMC No 1 to FCL.800, and sign to that effect on their application; and</li> <li>2. comply with any one of the following: <ol style="list-style-type: none"> <li>(a) Pilots who have completed the AOPA/BAeA aerobatic course shall submit evidence of satisfactory completion of the course;</li> </ol> </li> </ol>

UK Nationally Recognised Qualification	Part-FCL Qualification	Conversion Requirements
<p>Aerobatic Privileges exercised on UK National/JAR-FCL licence issued before 8 April 2018 continued</p>	<p>Aerobatic Rating</p>	<p>(b) Pilots who hold or have held a UK Display Authorisation, which includes/included authorisation to perform aerobatics at a display shall submit a copy of the Display Authorisation;</p> <p>(c) Pilots who have completed aerobatic training with the United Kingdom military forces (other than the British Army) shall submit evidence of having completed satisfactorily, either:</p> <ul style="list-style-type: none"> <li>(i) the UK RAF Elementary Flying Training course; or</li> <li>(ii) the UK RN Elementary Flying Training course; or</li> <li>(iii) a UK military Basic Fast Jet Flying Training course;</li> </ul> <p>(d) Pilots who have flown aerobatic manoeuvres at a BAeA sanctioned event (including glider events) shall provide evidence (other than log book records) of having flown aerobatic manoeuvres at such an event;</p> <p>(e) Pilots with FI or AFI ratings who have had the “no aerobatic restriction” removed following compliance with UK requirements to instruct aerobatics;</p> <p>(f) Glider pilots who have completed any of the BGA's aerobatic courses shall submit evidence of satisfactory completion of the course.</p>

UK Nationally Recognised Qualification	Part-FCL Qualification	Conversion Requirements
<p>Aerobatic Privileges exercised on UK National/JAR-FCL licence issued before 8 April 2018 continued</p>	<p>Aerobatic Rating</p>	<p>3. Aerobatic ratings may also be granted to pilots who apply on the basis of experience of flying aerobatics alone if they:</p> <ul style="list-style-type: none"> <li>(a) provide certified log book evidence of at least 5 hours of aerobatic flying in aeroplanes or gliders that have airworthiness certification for at least the manoeuvres specified in FCL.800; and (b) demonstrate to an instructor with the privilege to instruct in aerobatics (see Note 1): <ul style="list-style-type: none"> <li>(i) the aerobatic manoeuvres listed in AMC 1 to FCL 800; and</li> <li>(ii) evidence of having the theoretical knowledge specified in AMC 1 to FCL 800;</li> </ul> </li> </ul> <p>and provide with their application a statement from that instructor that they completed those manoeuvres competently and safely and have the requisite knowledge.</p> <p>Note 1: the instructor shall be an FI or AFI who holds aerobatic instructional privileges, or a CRI who complies with the requirements of FCL.905. CRI(a)(2)</p>

Conditions under which the activity was previously conducted	Part-FCL Rating / Certificate	Conversion Requirements
Banner Towing Privileges exercised on UK National/JAR-FCL licence issued before 8 April 2018	Banner Towing Rating	<p>(a) Hold a Part-FCL licence; and</p> <p>(b) show logbook evidence* of at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs; and</p> <p>(c) either:</p> <p>(i) Show evidence* of at least 10 flights as PIC towing a banner in an aeroplane which has the appropriate Approved Flight Manual Supplement entered into the specific aeroplane's Flight Manual. The Banner Towing Rating will be restricted to aeroplanes only; or</p> <p>(ii) Show evidence* of at least 10 flights as PIC towing a banner in a TMG which has the appropriate Approved Flight Manual Supplement entered into the specific TMG's Flight Manual. The Banner Towing Rating will be restricted to TMG's only.</p> <p>Prior to exercising the privileges of a banner towing rating entered on a UK-issued Part-FCL licence, the pilot must comply with FCL.805(e). Where the pilot does not comply with the requirements in FCL.805(e), they shall complete the missing tows with or under the supervision of an instructor before exercising the privileges of the banner towing rating</p> <p>* Evidence specified needs to be in a clear and unambiguous format, this can include pilots flying log(s), aircraft tech log(s), company invoices or a letter from the operating company confirming the experience.</p>

<b>Conditions under which the activity was previously conducted</b>	<b>Part-FCL Rating / Certificate</b>	<b>Conversion Requirements</b>
<p>Banner Towing Instruction Privileges exercised on UK National/JAR-FCL licence issued before 8 April 2018</p>	<p>Extension of Flight Instructor (FI) or Class Rating Instructor Certificate (CRI) to include privileges to instruct for the Banner Towing Rating</p>	<p>a) produce evidence* of having previously coached/instructed other pilots to tow banners; and  b) hold or have held a FI or CRI in the aircraft category to which the Towing Rating will apply; and  c) hold a Banner Towing Rating. Applicants who have coached other pilots to tow banners who do not hold an existing FI or CRI certificate will be permitted to continue to do so by being granted a CRI Certificate restricted to instruction for the Banner Towing Rating only. This will be granted to pilots who:</p> <p>a) produce logbook evidence* of at least 300 hours flight time as a pilot on aeroplanes and at least 30 hours as PIC on the applicable class of aeroplane, and  b) produce evidence* that they have coached other pilots to tow banners, and  c) hold a Banner Towing Rating. Instructor Certificates are issued for 3 years. The restricted CRI will be issued for 3 years from the date of conversion. Prior to the first revalidation or renewal of the restricted CRI, the requirements of for the grant of a CRI Certificate shall be complied with in accordance with Part-FCL.</p> <p>* Evidence specified needs to be in a clear and unambiguous format, this can include pilots flying log(s), aircraft tech log(s), company invoices or a letter from the operating company confirming the experience.</p>



<b>Conditions under which the activity was previously conducted</b>	<b>Part-FCL Rating / Certificate</b>	<b>Conversion Requirements</b>
UK National all aircraft test rating issued to CAA Staff Test Pilots under the ANO issued before 8 April 2015	Part-FCL Flight Test Rating Category 1 for CS-23 Aeroplanes and CS-25 Large Aeroplanes	Comply with the following: 1. hold at least a CPL(A) and IR(A); and 2. have completed at least 1000 hours of flight time in aeroplanes, of which at least 400 hours is as PIC; and 3. hold or have held a UK Test Pilot Rating for aeroplanes in order to act as test pilot employed by the UK CAA.
Test Pilots employed prior 8 April 2015 by organisations holding BCAR A8-9 or equivalent approval and authorised to conduct test and development flying by those organisations under the terms of that approval	Part-FCL Flight Test Rating Category 1 for CS-23 Aeroplanes and CS-25 Large Aeroplanes	Comply with the following: 1. hold at least a CPL(A) and IR(A); and 2. have completed at least 1000 hours of flight time in aeroplanes, of which at least 400 hours is as PIC; and 3. have graduated from the ETPS test pilot course (or an equivalent course one of the other internationally recognised test pilot schools - see below); and 4. present documentary evidence acceptable to the CAA of having acted as a test pilot in a civil or military aeroplane development under UK civil or military legislation. (Documentary evidence might include records of flying as a test pilot in an organisation holding approval under BCAR A8-9 or a Form AD458 referenced in an agreement by the CAA to appointment to a role within such an organisation).
UK National all aircraft test rating for Helicopters issued to CAA Staff Test Pilots under the ANO issued before 8 April 2015	Part-FCL Flight Test Rating Category 1 for CS-27 and CS-29 helicopters	Comply with the following: 1. hold at least a CPL(H) and IR(H); and 2. have completed at least 1000 hours of flight time in helicopter, of which at least 400 hours is as PIC; and 3. hold or have held a UK Test Pilot Rating for helicopters in order to act as test pilot employed by the UK CAA.

<b>Conditions under which the activity was previously conducted</b>	<b>Part-FCL Rating / Certificate</b>	<b>Conversion Requirements</b>
<p>Test Pilots employed before 8 April 2015 by organisations holding BCAR A8-9 or equivalent approval and authorised to conduct test and development flying by those organisations under the terms of that approval</p>	<p>Part-FCL Flight Test Rating Category 1 for CS-27 and CS-29 helicopters</p>	<p>Comply with the following:</p> <ol style="list-style-type: none"> <li>1. hold at least a CPL(H) and IR(H); and</li> <li>2. have completed at least 1000 hours of flight time in helicopter, of which at least 400 hours is as PIC; and</li> <li>3. have graduated from the ETPS test pilot course (or an equivalent course one of the other internationally recognised test pilot schools - see below); and</li> <li>4. present documentary evidence to the CAA of having acted as a test pilot in a civil or military helicopter development under UK civil or military legislation.</li> </ol> <p>(Documentary evidence might include records of flying as a test pilot in an organisation holding approval under BCAR A8-9 or a Form AD458 referenced in agreement by the CAA to appointment to a role within such an organisation).</p>
<p>Aeroplane Test Pilot Instructors employed in that role before 8 April 2015 by an internationally recognised Test Pilot school</p>	<p>Part-FCL Flight Test Instructor Certificate for Aeroplanes</p>	<p>Comply with the following:</p> <ol style="list-style-type: none"> <li>1. hold a Part-FCL Flight Test Certificate for Aeroplanes; and</li> <li>2. have completed at least 200 hours of either civil or military development test flying in aeroplanes in accordance with UK national legislation or Part-21; and</li> <li>3. produce documentary evidence acceptable to the CAA of having acted as a tutor in test flying in aeroplanes on the ETPS course (or an equivalent course at one of the other internationally recognised test pilot schools – see below).</li> </ol>

Conditions under which the activity was previously conducted	Part-FCL Rating / Certificate	Conversion Requirements
Helicopter Test Pilot Instructors previously employed in that role before 8 April 2015 by an internationally recognised Test Pilot school	Part-FCL Flight Test Instructor Certificate for helicopters	Comply with the following: <ol style="list-style-type: none"> <li>1. hold a Part-FCL Flight Test Certificate for Helicopters; and</li> <li>2. have completed at least 200 hours of either civil or military development test flying in helicopters in accordance with UK national legislation or Part-21; and</li> <li>3. produce documentary evidence acceptable to the CAA of having acted as a tutor in test flying in helicopters on the ETPS course (or an equivalent course at one of the other internationally recognised test pilot schools – see below).</li> </ol>
<p>For the purposes of the Flight Test Rating and Flight Test Instructor Ratings the “internationally recognised test pilot schools” in addition to the UK Empire Test Pilots School (ETPS) are:</p> <p>Ecole du Personnel Navigant d’Essais et de Reception (EPNR), Istres, France            United States Naval Test Pilot School, Naval Air Station Patuxent River, Maryland, USA.            United States Air Force Test Pilot School, Edwards Air Force Base, California, USA.</p> <p>Courses completed at other test pilot schools may be considered for acceptability by the CAA.</p>		

## 4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)

### GM to 3.2 A.1, B.1 and 3.3

- Where the requirement applies to complete as a proficiency check the revalidation requirements of Part-FCL for type and instrument rating, relevant to the privileges of the licence held, only a valid Licensing Proficiency Check (LPC) or Licensing Skill Test (LST) is acceptable. (An Operator Proficiency Check (OPC) as required by EU-OPS or Part-OPS is not acceptable.)
- Knowledge of the relevant parts of Part-OPS and Part-FCL may be certified by declaring on the application form that the implementing rules relevant to the licence have been read and understood.
- Language proficiency shall be demonstrated in accordance with FCL.055. Refer to Section 4, Part M.

## 5 Additional Information

None.

INTENTIONALLY LEFT BLANK

## **Part Q                      Validation and Conversion of Non-EASA licences issued by States other than the UK**

### **Subpart 1              Validation of Non-EASA licences issued by States other than the UK**

**This Subpart presents the requirements for validating Non-EU Licences in accordance with the EASA personnel licensing requirements.**

#### **1                      Applicability**

The Basic EASA Regulation and the EASA “Aircrew Regulation” requires all pilots:

- a) flying an EASA aircraft registered in the EU; or
- b) flying an EASA aircraft registered in a State outside the EU but whose operator is resident or established in the EU;

to hold either an EASA licence, or a non-EU licence that is validated by an EU Member State in accordance with the EASA Aircrew Regulation.

The EASA Aircrew Regulation provides for Member States not to require the validation of non-EU licences for non-commercial flights in accordance with EU regulations until 8 April 2016.

National regulations may continue to apply until that date.

The United Kingdom will apply the provisions of the Aircrew Regulation for the validation of licences for commercial flights by non-EU licence holders with effect from 17 September 2012.

UK legislation has always required the validation of foreign licences to fly UK registered aircraft for commercial purposes. The EU regulations differ in that the validation of foreign licences is required to fly foreign registered aircraft if the operator is based in the EU. For example, if a UK AOC holder is to use pilots with FAA licences to fly a US registered aircraft for commercial purposes, those pilots must have their licences validated by the CAA in accordance with the Part-FCL Regulation.

Another significant difference between the Part-FCL Regulation and current UK rules is that under EU rules an individual licence holder may only obtain a validation once, and it is time limited.

#### **2                      Privileges**

When a validation of a licence is issued by any EASA state, the validated licence has the same privileges as the equivalent Part-FCL licence.

### 3 Requirements

Article 62 of the Air Navigation Order grants a permanent general validation to all non-UK licence holders to allow them to fly UK-registered aircraft, provided that the flight is for non-commercial purposes and the licence holder does not receive remuneration for the flight. The EASA Aircrew Regulation will override Article 62 in respect of EASA aircraft being flown for non-commercial purposes from 8 April 2016.

3.1 For any non-private flight the European requirements apply in the UK from 17 September 2012.

3.2 The validation requirements are set out in Annex III to the EASA Aircrew Regulation. The general requirements that apply are:

- a) the licence to be validated must be compliant with ICAO Annex 1;
- b) application may only be made to the NAA of the country where the pilot is resident, or where the operator they will fly for has its principal place of business;
- c) third country pilots intending to fly a UK registered aircraft that is leased to an Operator located outside of the EU must obtain a licence validation from the UK CAA. This derogation has been notified to the Commission as follows:

“In accordance with Article 14(6) of Regulation (EC) 216/2008 of the European Parliament and of the Council any holder of a pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention who intends to fly an aircraft registered in the United Kingdom for an operator whose principal place of business is located outside the territories of the Member States is exempt from the requirement of paragraph A(1) of Annex III Commission Regulation (EU) No 1178/2011 to apply to the Competent Authority defined in that requirement, provided that a validation of the licence is obtained from the United Kingdom Civil Aviation Authority”;
- d) the period of validation will not exceed one year;
- e) no repeat validations are allowed;
- f) a validation can be extended once only, by the competent authority (NAA) that issued it, in order to allow a reasonable time for the pilot to obtain an EASA licence. The extension will only be given if the pilot concerned has commenced training for an EASA licence. The period of the extension will not be excessive, taking into account the requirements to be complied with to be granted an EASA licence.

In Tables: > means "more than";  
 < means "less than";  
 ≥ means "at least".

### 3.3 ANNEX III to Part-FCL

#### **CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES**

##### **A. VALIDATION OF LICENCES**

###### **General**

- 1 A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.

Pilots shall apply to the competent authority of the Member State where they reside or are established. If they are not residing in the territory of a Member State, pilots shall apply to the competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.'

- 2 The period of validation of a licence shall not exceed 1 year; the Annex I licence must remain valid. This period may only be extended once by the competent authority that issued the validation when, during the validation period, the pilot has applied, or is undergoing training, for the issuance of a licence in accordance with Part-FCL. This extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL. The holders of a licence accepted by a Member State shall exercise their privileges in accordance with the requirements stated in Part-FCL.

###### **Pilot licences for commercial air transport and other commercial activities**

- 3 In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:
  - (a) complete, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;
  - (b) demonstrate that he/she has acquired knowledge of the relevant parts of the operational requirements and Part-FCL;
  - (c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (d) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;
  - (e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

Ref.	Licence held	Total flying hours experience	Privileges
	(1)	(2)	(3)
(a)	ATPL(A)	> 1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC
(b)	ATPL(A) or CPL(A)/IR*	> 1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot
(c)	CPL(A)/IR	> 1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC
(d)	CPL(A)/IR	> 1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to the operational requirements

Ref.	Licence held	Total flying hours experience	Privileges
(e)	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
(f)	CPL(A)	>1500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC

\* CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

(f) in the case of helicopters, comply with the experience requirements set out in the following table:

Ref.	Licence held	Total flying hours experience	Privileges
	(1)	(2)	(3)
(a)	ATPL(H) valid IR	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations
(b)	ATPL(H) no IR privileges	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations
(c)	ATPL(H) valid IR	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations
(d)	ATPL(H) no IR privileges	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations
(e)	CPL(H)/IR*	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot
(f)	CPL(H)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC
(g)	ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	>700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport

\* CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL(H) level theoretical knowledge before acceptance.



**Pilot licences for non-commercial activities with an instrument rating**

- 4 In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
- (a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 to Part-FCL;
  - (b) demonstrate that he/she has acquired knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;
  - (c) demonstrate that he/she has 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;
  - (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 private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
- (a) demonstrate that he/she has acquired knowledge of Air Law and Human Performance;
  - (b) pass the PPL skill test as set out in Part-FCL;
  - (c) fulfil the relevant requirements of Part-FCL for the issuance of a type or class rating as relevant to the privileges of the licence held;
  - (d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
  - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

**Validation of pilot licences for specific tasks of limited duration**

- 6 Notwithstanding the provisions of the paragraphs above, in the case of manufacturer flights, Member States may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:
- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;
  - (b) is employed, directly or indirectly, by an aircraft manufacturer manufacturer or by an aviation authority.

**Validation of pilot licences for specific tasks of limited duration**

- 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 holder to exercise the privileges of a PPL, SPL or BPL provided:
  - (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 pilot will be familiarised with the relevant safety information and manage any risk associated with the flights; and;
  - (b) the applicant holds 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, SPL or 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 the applicant:
  - (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention; and;
  - (b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

**4 Additional Information**

None.

## Subpart 2      Conversion of Non-EASA licences issued by States other than the UK

**This Subpart sets out the requirements for converting a Non-EASA Licence issued by a State other than the UK for the issue of an EASA Part-FCL Licence.**

Annex III of the EASA Aircrew Regulation sets out the requirements for conversion of 3rd country non-EU Licences to Part-FCL PPL licences only. The terms for conversion of 3rd country non-EU ATPL, CPL and the transfer of any associated Ratings or Certificates to the equivalent Part-FCL Licence including any associated Ratings or Certificates are set out in Article 8 of the EASA Aircrew Regulation.

### 1      Article 8 of the Aircrew regulation – Conditions for the acceptance of licences from third countries

- (1) Without prejudice to Article 12 of Regulation (EC) No 216/2008 and where there are no agreements concluded between the Union and a third country covering pilot licensing, Member States may accept third country licences, ratings or certificates, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of Annex III to this Regulation.
- (2) Applicants for Part-FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country shall comply with all the requirements of Annex I to this Regulation, except that the requirements of course duration, number of lessons and specific training hours may be reduced.
- (3) The credit given to the applicant shall be determined by the Member State to which the pilot applies on the basis of a recommendation from an approved training organisation.

**Explanatory note:** A holder of a valid ICAO licence seeking to convert to an equivalent Part-FCL licence must comply with all the requirements of Part-FCL. They may have their training course requirements reduced as per 1(2&3); but they must pass the Part-FCL applicable theoretical knowledge exams and pass the Part-FCL Skill test as set out in Appendix 9.

- (4) Holders of an ATPL issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention who have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to this Regulation may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.

**Explanatory note:** A holder of an ICAO ATPL seeking to convert to an equivalent Part-FCL licence must comply with all the requirements of Part-FCL. They may have full credit towards the training course requirements as per 1(4); but they must pass the

Part-FCL ATPL theoretical knowledge exams and pass the Part-FCL Skill test on a type that is valid in the ICAO ATPL as set out in Appendix 9.

- (5) Aeroplane or helicopter type ratings may be issued to holders of Part-FCL licences that comply with the requirements for the issue of those ratings established by a third country.
- Such ratings will be restricted to aircraft registered in that third country.
- This restriction may be removed when the pilot complies with the requirements in paragraph C.1 of Annex III to Part-FCL.

## 2 Annex III to Part-FCL

### **B. CONVERSION OF LICENCES to Part-FCL Private Pilots Licence**

- (1) A PPL/BPL/SPL, a CPL or an ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by the competent authority of a Member State.

The pilot shall apply to the competent authority of the Member State where he/she resides or is established.

- (2) The holder of the licence shall comply with the following minimum requirements, for the relevant aircraft category:
- (a) pass a written examination in Air Law and Human Performance;
  - (b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Part-FCL;
  - (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;
  - (d) hold at least a Class 2 medical certificate, issued in accordance with Part-Medical;
  - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (f) have completed at least 100 hours of flight time as a pilot.

### **C. ACCEPTANCE OF CLASS AND TYPE RATINGS**

- (1) A valid class or type rating contained in a licence issued by a third country may be inserted in a Part-FCL licence provided that the applicant:
- (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;
  - (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;
  - (c) is in current flying practice;
  - (d) has no less than:
    - (i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;
    - (ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;

- (iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;
- (iv) for all other helicopters, 350 hours of flight experience as a pilot in that type.

### 3 Acceptable Means of Compliance and Guidance Material – (AMC and GM)

Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

#### 3.1 Alternative Means of Compliance

##### 3.1.1 Conversion of ICAO Licences and Ratings to Part-FCL Licences and Ratings

In accordance with the provisions of Article 8 (2 & 3) of EU Regulation 1178/2011 applicants for Part-FCL licences already holding an equivalent licence, rating or certificate issued in accordance with Annex I of the Chicago Convention may be given credit towards meeting the requirements of Part-FCL. The credit given to the applicant shall be determined by the Member State on the basis of a recommendation from an Approved Training Organisation. The UK CAA is applying the following policy which may be utilised by an ATO conducting conversion training on ICAO licence holders for a Part-FCL CPL (A) or (H), IR(A) or (H) and/or Flight Instructor Certificates (A) or (H), to be issued by the UK CAA without seeking prior approval from the Authority for each individual applicant.

These arrangements provide a route to a UK CAA-issued Part-FCL CPL (A) or (H), IR(A) or (H) and/or Flight Instructor Certificates (A) or (H), qualification for the holders of a current and valid ICAO CPL (A) or (H), IR(A) or (H) and/or ICAO Flight Instructor Rating (A) or (H), as applicable, issued in accordance with ICAO Annex 1.

The Aircrew Regulation requires that the holder of an ICAO licence shall attend an Approved Training Organisation and complete an approved modular course of CPL (A) or (H), IR(A) or (H) and/or Flight Instructor (A) or (H) flying training, as applicable. If on the basis of assessment by the ATO the course is to be reduced, but not to less than the minima set out below, the determination of acceptability by the CAA as required by Article 8 may be assumed.

If during the training course the Head of Training of the ATO determines that completion of the reduced course requirements set out in this part is unwarranted, the Head of Training may make a written recommendation for a further reduction, and to the ATO's Licensing Standards Inspector who will give the recommendation consideration. Non-UK CAA Approved ATOs should submit Article 8 Reduced Modular course requests to FCLWEB@caa.co.uk.

#### **Minimum course content without submission of a recommendation to the CAA.**

#### 3.2 ICAO CPL (A) holder to Part-FCL CPL(A)

- 3.2.1 Undertake Part-FCL CPL (A) or ATPL (A) theoretical knowledge instruction as determined by the Head of Training of an approved training provider and pass all Part-FCL theoretical knowledge examinations at CPL level. Applicants who wish to attempt the ATPL(A) examinations must undertake an approved ATPL(A) Modular theoretical knowledge course as set out in Part-FCL Appendix 3(B) and pass all Part-FCL ATPL(A) examinations.
- 3.2.2 Complete at an Approved Training Organisation approved to conduct CPL modular courses the minimum flight time under instruction in an Aeroplane as outlined at 1.2.4 below.

3.2.3 Pass the Part-FCL CPL (A) Skill Test.

3.2.4 Minimum instruction depending upon total hours as pilot of aeroplanes:

Level 1: Experience > 1000 hrs:	Min 7 hrs	(18 hrs credit)
Level 2: Experience 500 – 999 hrs:	Min 10 hrs	(15 hrs credit)
Level 3: Experience 250 – 499 hrs:	Min 15 hrs	(10 hrs credit)
Level 4: Experience 185 – 249 hrs:	Min 20 hrs	(5 hrs credit)
Level 5: Experience 155 – 184 hrs:	Min 25 hrs	(no credit)

### 3.3 **ICAO CPL(H) holder to Part-FCL CPL(H)**

3.3.1 Undertake Part-FCL CPL (H) theoretical knowledge instruction as determined by the Head of Training of an approved training provider and pass all Part-FCL theoretical knowledge examinations at CPL level. Applicants who wish to attempt the ATPL(H) (VFR) examinations must undertake an approved ATPL(H) Modular theoretical knowledge course as set out in Part-FCL Appendix 3(H) and pass all Part-FCL ATPL(H) (VFR) examinations. Applicants who wish to attempt the ATPL(H) with IR examinations must undertake an approved ATPL(H)/IR Modular theoretical knowledge course as set out in Part-FCL Appendix 3(H) and pass all Part-FCL ATPL(H) with IR examinations.

3.3.2 Complete at an Approved Training Organisation approved to conduct CPL modular courses the minimum flight time under instruction in a Helicopter as outlined at 1.3.4 below.

3.3.3 Pass the Part-FCL CPL (H) skill test.

3.3.4 Minimum instruction depending upon total hours as pilot of helicopters:

Level 1: Experience > 1000 hrs:	Min 7 hrs	(23 hrs credit)
Level 2: Experience 500 – 999 hrs:	Min 10 hrs	(20 hrs credit)
Level 3: Experience 250 – 499 hrs:	Min 15 hrs	(15 hrs credit)
Level 4: Experience 185 – 249 hrs:	Min 20 hrs	(10 hrs credit)
Level 5: Experience 155 – 184 hrs:	Min 25 hrs	(5 hours credit)

### 3.4 **ICAO IR(A) holder to Part-FCL IR(A)**

3.4.1 Undertake Part-FCL IR(A) theoretical knowledge instruction as determined by the Head of Training of an approved training provider and pass all Part-FCL theoretical knowledge examinations at IR level. Applicants who wish to attempt the ATPL(A) examinations must undertake an approved ATPL(A) Modular theoretical knowledge course as set out in Part-FCL Appendix 3(B) and pass all Part-FCL ATPL(A) examinations.

3.4.2 Complete a minimum of 15 hours instrument time under instruction including recommendation for test in accordance with the approved procedures of the ATO, of which 5 hours may be in a FNPT I or 10 hours in a FNPT II or higher qualified device.

3.4.3 Holder of an ICAO IR obtained in a SE aeroplane seeking a Part-FCL ME IR(A) will be required to attend an approved IR(A) training provider. In addition to the training stated in 3.4.2, an applicant must comply with the Part-FCL requirements for an ME Class Rating and the Part-FCL SE(IR) to ME(IR) training course requirements of Part-FCL Appendix 6, (A)(9).

3.4.4 Pass the Part-FCL IR(A) Skill Test in a SE or ME aeroplane, as applicable.

### 3.5 **ICAO IR(H) holder to Part-FCL IR(H)**

3.5.1 Undertake Part-FCL-IR(H) theoretical knowledge instruction as determined by the Head of Training of an approved training provider and pass all Part-FCL theoretical knowledge examinations at IR level. Applicants who wish to attempt the ATPL(H) with IR examinations must undertake an approved ATPL(H)/IR Modular theoretical knowledge

course set out in Part-FCL Appendix 3(H) and pass all Part-FCL ATPL(H) with IR examinations.

- 3.5.2 Complete a minimum of 15 hours instrument time under instruction including recommendation for test in accordance with the approved procedures of the ATO, of which 5 hours may be in a FNPT I or 10 hours in a FNPT II or higher qualified device.
- 3.5.3 Holders of an IR(H) issued in accordance with ICAO Annex 1, but with privileges obtained on single-engine helicopters only, seeking a Part-FCL ME IR(H) will be required to attend an approved IR(H) training provider. In addition to the training stated in 3.5.2, an applicant must comply with the Part-FCL requirements for an ME Type Rating and the Part-FCL SE(IR) to ME(IR) training course requirements of Part-FCL FCL.630.H.
- 3.5.4 Pass the Part-FCL IR(H) Skill Test a SE or ME Helicopter, as applicable.

### 3.6 **ICAO Flight Instructor Rating (A) or (H) holder to Part-FCL FI (A) or (H) Certificate**

- 3.6.1 Complete a course of at least 30 hours of ground instruction at an ATO holding an approval for the flight instructor course. The course shall be based on the requirements of FCL.930.FI (b)(1) and (2) and the associated AMC.
- 3.6.2 Complete a minimum of 15 hours Flight Instruction including a recommendation for test at an ATO holding an approval for the flight instructor course. The flight instruction shall be based on the requirements of FCL.930.FI (3)(i) and the associated AMC and be conducted as dual instruction in an aircraft.
- 3.6.3 Pass the Part-FCL FI(A) or (H) Assessment of Competence appropriate to the aircraft category.
- 3.6.4 Applicants who can demonstrate they have met the experience requirements for the removal of restriction of FCL.910.FI on the basis of their ICAO Instructor rating may have the Part-FCL Instructor certificate issued without this restriction at initial issue.

### 3.7 **ICAO Flight Instructor Rating (A) or (H) holder to Part-FCL Instructor Certificate restricted to instruction outside the territory of the Member States**

- 3.7.1 Complete a course of at least 30 hours of ground instruction at an ATO holding an approval for the flight instructor course. The course shall be based on the requirements of FCL.930.FI (b)(1) and (2) and the associated AMC.
- 3.7.2 Complete a minimum of 15 hours Flight Instruction including recommendation for test at an ATO holding an approval for the flight instructor course. The flight instruction shall be based on the requirements of FCL.930.FI (3)(i) and the associated AMC and be conducted as dual instruction in an aircraft.
- 3.7.3 Pass the Part-FCL FI(A) or (H) Assessment of Competence appropriate to the aircraft category.
- 3.7.4 Applicants who can demonstrate they have met the experience requirements for the removal of restriction of FCL.910.FI on the basis of their ICAO Instructor rating may have the Part-FCL Instructor certificate issued without this restriction at initial issue.

### 3.8 **ICAO Instructor Ratings (A) or (H) holder to Part-FCL Instructor Certificates other than FI Certificates (TRI, CRI, IRI, SFI, MCCI, STI, MI, FTI)**

- 3.8.1 No Alternative Means of Compliance available. These must be subject to individual agreement.

INTENTIONALLY LEFT BLANK



## Part R Approved Training Organisations (ATOs)

### 1 General

Unless stated otherwise, Part-FCL requires that training specified to gain or maintain as valid an EASA licence, rating or certificate must be received from an Approved Training Organisation (ATO), that is approved in accordance with Part-ORA.

Organisations providing training for the issue of UK national licences or ratings, shall either: hold an organisation approval under Part-ORA; or shall be approved by or acceptable to the CAA for the purpose.

### 2 Transitional arrangements

From the 8 April 2012, Flight Training Organisations (FTOs) and Type Rating Training Organisations (TRTOs) that on that date held an approval under JAR-FCL, were deemed to be Approved Training Organisations (ATOs) for the scope of their approval at that time. These organisations must become fully compliant with Parts ORA and FCL by 8 April 2014, and any new courses for licences, ratings or other qualifications must be approved as compliant with Part-FCL.

Registered Training Facilities (RTFs) that were recorded as registered with an EU National Aviation Authority on 8 April 2012 (17 September 2012 for RTFs located in the UK) can continue to provide PPL training until 7 April 2018. To continue after that date or to offer other courses, a Registered Facility must become an Approved Training Organisation (ATO) in accordance with Part ORA.

From 8 April 2015, RTFs that were approved to conduct PPL training may also conduct LAPL courses under their existing approval for the same category of aircraft.

This Part sets out the requirements for ATOs taken from Annex VII of the EASA Aircrew Regulation.

### 3 Requirements

The following sets out the requirements for Approved Training Organisations providing training for Licences, Ratings and Certificates.

#### **SECTION I – Requirements for ATOs providing training for the LAPL and PPL and the associated ratings and certificates**

##### **ORA.ATO.100 Scope**

This Subpart establishes the requirements to be met by organisations providing training for pilot licences and associated ratings and certificates.

##### **ORA.ATO.105 Application**

(a) Applicants for the issue of a certificate as an approved training organisation (ATO) shall provide the competent authority with:

(1) the following information:

- (i) name and address of the training organisation;
- (ii) date of intended commencement of activity;
- (iii) personal details and qualifications of the head of training (HT), the flight instructor(s), flight simulation training instructors and the theoretical knowledge instructor(s);

- (iv) name(s) and address(es) of the aerodromes(s) and/or operating site(s) at which the training is to be conducted;
- (v) list of aircraft to be operated for training, including their group, class or type, registration, owners and category of the certificate of airworthiness, if applicable;
- (vi) list of flight simulation training devices (FSTDs) that the training organisation intends to use, if applicable;
- (vii) the type of training that the training organisation wishes to provide and the corresponding training programme; and
- (2) the operations and training manuals.
- (b) *Flight test training organisations.* Notwithstanding (a)(1)(iv) and (v), training organisations providing flight test training shall only need to provide:
  - (1) the name(s) and address(es) of the main aerodromes and/or operating site(s) at which the training is to be conducted; and
  - (2) a list of the types or categories of aircraft to be used for flight test training.
- (c) In the case of a change to the certificate, applicants shall provide the competent authority with the relevant parts of the information and documentation referred to in (a).

#### **ORA.ATO.110 Personnel requirements**

- (a) An HT shall be nominated. The HT shall have extensive experience as an instructor in the areas relevant for the training provided by the ATO and shall possess sound managerial capability.
- (b) The HT's responsibilities shall include:
  - (1) ensuring that the training provided is in compliance with Part-FCL and, in the case of flight test training, that the relevant requirements of Part-21 and the training programme have been established;
  - (2) ensuring the satisfactory integration of flight training in an aircraft or a flight simulation training device (FSTD) and theoretical knowledge instruction; and
  - (3) supervising the progress of individual students.
- (c) Theoretical knowledge instructors shall have:
  - (1) practical background in aviation in the areas relevant for the training provided and have undergone a course of training in instructional techniques; or
  - (2) previous experience in giving theoretical knowledge instruction and an appropriate theoretical background in the subject on which they will provide theoretical knowledge instruction.
- (d) Flight instructors and flight simulation training instructors shall hold the qualifications required by Part-FCL for the type of training that they are providing.

#### **ORA.ATO.120 Record-keeping**

The following records shall be kept for a period of at least 3 years after the completion of the training:

- (a) details of ground, flight, and simulated flight training given to individual students;

- (b) detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and
- (c) information on the licences and associated ratings and certificates of the students, including the expiry dates of medical certificates and ratings.

**ORA.ATO.125 Training programme**

- (a) A training programme shall be developed for each type of course offered.
- (b) The training programme shall comply with the requirements of Part-FCL and, in the case of flight test training, the relevant requirements of Part-21.

**ORA.ATO.130 Training manual and operations manual**

- (a) The ATO shall establish and maintain a training manual and operations manual containing information and instructions to enable personnel to perform their duties and to give guidance to students on how to comply with course requirements.
- (b) The ATO shall make available to staff and, where appropriate, to students the information contained in the training manual, the operations manual and the ATO's approval documentation.
- (c) In the case of ATOs providing flight test training, the operations manual shall comply with the requirements for the flight test operations manual, as established in Part-21.
- (d) The operations manual shall establish flight time limitation schemes for flight instructors, including the maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties in accordance with Part-OR Subpart OPS.

**ORA.ATO.135 Training aircraft and FSTDs**

- (a) The ATO shall use an adequate fleet of training aircraft or FSTDs appropriate to the courses of training provided.
- (b) The ATO shall only provide training in FSTDs when it demonstrates to the competent authority:
  - (1) the adequacy between the FSTD specifications and the related training programme;
  - (2) that the FSTDs used comply with the relevant requirements of Part-FCL;
  - (3) in the case of full flight simulators (FFSs), that the FFS adequately represents the relevant type of aircraft; and
  - (4) that it has put in place a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training programme.
- (c) If the aircraft used for the skill test is of a different type to the FFS used for the visual flight training, the maximum credit shall be limited to that allocated for flight and navigation procedures trainer II (FNPT II) for aeroplanes and FNPT II/III for helicopters in the relevant flight training programme.
- (d) *Flight test training organisations.* Aircraft used for flight test training shall be appropriately equipped with flight testing instrumentation, according to the purpose of the training.

**ORA.ATO.140 Aerodromes and operating sites**

When providing flight training on an aircraft, the ATO shall use aerodromes or operating sites that have the appropriate facilities and characteristics to allow training of the manoeuvres relevant, taking into account the training provided and the category and type of aircraft used.

**ORA.ATO.145 Pre-requisites for training**

- (a) The ATO shall ensure that the students meet all the pre-requisites for training established in Part-Medical, Part-FCL, and, if applicable, as defined in the data established in accordance with Part-21.
- (b) In the case of ATOs providing flight test training, the students shall meet all the pre-requisites for training established in Part-21.

**ORA.ATO.150 Training in third countries**

When the ATO is approved to provide training for the instrument rating (IR) in third countries:

- (a) the training programme shall include acclimatisation flying in one of the Member States before the IR skill test is taken; and
- (b) the IR skill test shall be taken in one of the Member States.

**SECTION II – Additional requirements for ATOs providing training for CPL, MPL and ATPL and the associated Ratings and Certificates****ORA.ATO.210 Personnel requirements**

- (a) *Head of training (HT)*. Except in the case of ATOs providing flight test training, the nominated HT shall have extensive experience in training as an instructor for and associated ratings or certificates.
- (b) *Chief flight instructor (CFI)*. The ATO providing flight instruction shall nominate a CFI who shall be responsible for the supervision of flight and flight simulation training instructors and for the standardisation of all flight instruction and flight simulation instruction. The CFI shall hold the highest professional pilot licence and associated ratings related to the flight training courses conducted and hold an instructor certificate with the privilege to instruct for at least one of the training courses provided.
- (c) *Chief theoretical knowledge instructor (CTKI)*. The ATO providing theoretical knowledge instruction shall nominate a CTKI who shall be responsible for the supervision of all theoretical knowledge instructors and for the standardisation of all theoretical knowledge instruction. The CTKI shall have extensive experience as a theoretical knowledge instructor in the areas relevant for the training provided by the ATO.

**ORA.ATO.225 Training programme**

- (a) The training programme shall include a breakdown of flight and theoretical knowledge instruction, presented in a week-by-week or phase layout, a list of standard exercises and a syllabus summary.
- (b) The content and sequence of the training programme shall be specified in the training manual.

**ORA.ATO.230 Training manual and operations manual**

(a) The training manual shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall address the following subjects:

- training plan,
- briefing and air exercises,
- flight training in an FSTD, if applicable,
- theoretical knowledge instruction.

(b) The operations manual shall provide relevant information to particular groups of personnel, as flight instructors, flight simulation training instructors, theoretical knowledge instructors, operations and maintenance personnel, and shall include general, technical, route and staff training information.

**SECTION III – Additional Requirements for ATOs Providing Specific Types of Training****Chapter 1 – Distance Learning Course****ORA.ATO.300 General**

The ATO may be approved to conduct modular course programmes using distance learning in the following cases:

- (a) modular courses of theoretical knowledge instruction;
- (b) courses of additional theoretical knowledge for a class or type rating; or
- (c) courses of approved pre-entry theoretical knowledge instruction for a first type rating for a multi-engined helicopter.

**ORA.ATO.305 Classroom instruction**

- (a) An element of classroom instruction shall be included in all subjects of modular distance learning courses.
- (b) The amount of time spent in actual classroom instruction shall not be less than 10% of the total duration of the course.
- (c) To this effect, classroom accommodation shall be available either at the principal place of business of the ATO or within a suitable facility elsewhere.

**ORA.ATO.310 Instructors**

All instructors shall be fully familiar with the requirements of the distance learning course programme.

**Chapter 2 – Zero Flight-Time Training****ORA.ATO.330 General**

- (a) Approval for zero flight-time training (ZFTT), as specified in Part-FCL, shall only be given to ATOs that also have the privileges to conduct commercial air transport operations or ATOs having specific arrangements with commercial air transport operators.

- (b) Approval for ZFTT shall only be given if the operator has at least 90 days of operational experience on the aeroplane type.
- (c) In the case of ZFTT provided by an ATO having a specific arrangement with an operator, the 90 days of operational experience requirements will not apply if the type rating instructor (TRI(A)) involved in the additional take-offs and landings, as required in Part-OR Subpart OPS, has operational experience on the aeroplane type.

**ORA.ATO.335 Full flight simulator**

- (a) The FFS approved for ZFTT shall be serviceable according to the management system criteria of the ATO.
- (b) The motion and the visual system of the FFS shall be fully serviceable, in accordance with the applicable certification specifications for FSTD as mentioned in ORA.FSTD.205.

**Chapter 3 – Multi-crew pilot licence (MPL) courses**

**ORA.ATO.350 General**

The privileges to conduct MPL integrated training courses and MPL instructor courses shall only be given to the ATO if it also has the privilege to conduct commercial air transport operations or a specific arrangement with a commercial air transport operator.

**Chapter 4 – Flight test training**

**ORA.ATO.355 Flight test training organisations**

- (a) The ATO that has been approved to provide flight test training for the issue of a category 1 or 2 flight test rating in accordance with Part-FCL may have its privileges extended to providing training for other categories of flight tests and other categories of flight test personnel, provided that:
  - (1) the relevant requirements of Part 21 are met; and
  - (2) a specific arrangement exists between the ATO and the Part 21 organisation that employs, or intends to employ, such personnel.
- (b) The training records shall include the written reports by the student, as required by the training programme, including, where applicable, data processing and analysis of recorded parameters relevant to the type of flight test.

## Part S Flight Crew Requirements for Air Operations

### Part-ORO – Subpart FC – Flight Crew

This part sets out the requirements that must be met by Flight Crew intending to exercise the privileges of their licence when conducting commercial and non commercial operations on behalf of an Air Operator. It is the responsibility of the Air Operator Certificate holder (AOC) to ensure the requirements of Annex III to Regulation (EU) No 965/2012 (Part-ORO) are met by any Flight Crew intending to fly under the AOC approval.

#### 1 Applicability

This Part establishes requirements for Flight Crew to be followed by an Air Operator conducting:

- a) Non-commercial operations with complex motor-powered aircraft; or
- b) Commercial operations.

These requirements are applicable to pilots flying for a UK AOC holder with effect from 8 April 2014.

#### 2 Privileges

Not applicable.

#### 3 Requirements

##### 3.1 Flight crew training

ORO.FC.005 Scope

ORO.FC.100 Composition of flight crew

ORO.FC.105 Designation as pilot-in-command/commander

ORO.FC.110 Flight engineer

ORO.FC.115 Crew resource management (CRM) training

ORO.FC.120 Operator conversion training

ORO.FC.125 Differences training and familiarisation training

ORO.FC.130 Recurrent training and checking

ORO.FC.135 Pilot qualification to operate in either pilot's seat

ORO.FC.140 Operation on more than one type or variant

ORO.FC.145 Provision of training

ORO.FC.200 Composition of flight crew

ORO.FC.A.201 In-flight relief of flight crew members

ORO.FC.202 Single-pilot operations under IFR or at night

ORO.FC.205 Command course

ORO.FC.215 Initial operator's crew resource management (CRM) training

ORO.FC.220 Operator conversion training and checking

ORO.FC.230 Recurrent training and checking

ORO.FC.235 Pilot qualification to operate in either pilot's seat

ORO.FC.240 Operation on more than one type or variant

ORO.FC.A.245 Alternative training and qualification programme

ORO.FC.A.250 Commanders holding a CPL(A)

ORO.FC.H.250 Commanders holding a CPL(H)

### 3.2 **Flight training**

The introduction of EASA requirements is changing the content of type and operational training. Under European rules pilot training must take account of the operational suitability data for the aircraft type as established in accordance with Part-21, which will include some mandatory elements. Pilots already operating as flight crew members for the holder of an Air Operator's Certificate who have completed training on type, in accordance with ORO.FC, that did not include the mandatory elements established in the relevant operational suitability data must undertake further training covering any such mandatory elements. This training shall be undertaken within 12 months of the publication of the operational suitability data for the aircraft type(s) operated by the crew members concerned and may be incorporated into scheduled training and checking.

#### **ORO.FC.005 Scope**

This Subpart establishes requirements to be met by the operator conducting commercial air transport operations related to flight crew training, experience and qualification.

#### **ORO.FC.100 Composition of flight crew**

- (a) The composition of the flight crew and the number of flight crew members at designated crew stations shall be not less than the minimum specified in the aircraft flight manual or operating limitations prescribed for the aircraft.
- (b) The flight crew shall include additional flight crew members when required by the type of operation and shall not be reduced below the number specified in the operations manual.
- (c) All flight crew members shall hold a licence and ratings issued or accepted in accordance with Commission Regulation (EC) No 1178/2011 and appropriate to the duties assigned to them.
- (d) The flight crew member may be relieved in flight of his/her duties at the controls by another suitably qualified flight crew member.
- (e) When engaging the services of flight crew members who are working on a freelance or part-time basis, the operator shall verify that all applicable requirements of this Subpart and the relevant elements of Part-FCL, including the requirements on recent experience, are complied with, taking into account all services rendered by the flight crew member to other operator(s) to determine in particular:
  - (1) the total number of aircraft types or variants operated; and
  - (2) the applicable flight and duty time limitations and rest requirements.

#### **ORO.FC.105 Designation as pilot-in-command/commander**

- (a) In accordance with 8.e of Annex IV to Regulation (EC) No 216/2008, one pilot amongst the flight crew, qualified as pilot-in-command in accordance with Part-FCL, shall be designated by the operator as pilot-in-command, or, for commercial air transport operations, as commander.
- (b) The operator shall only designate a flight crew member to act as pilot-in-command/commander if he/she has:
  - (1) the minimum level of experience specified in the operations manual;
  - (2) adequate knowledge of the route or area to be flown and of the aerodromes, including alternate aerodromes, facilities and procedures to be used; and
  - (3) in the case of multi-crew operations, completed an operator's command course if upgrading from co-pilot to pilot-in-command/commander.



- (c) The pilot-in-command/commander or the pilot to whom the conduct of the flight may be delegated, shall have had initial familiarisation training of the route or area to be flown and of the aerodromes, facilities and procedures to be used. This route/area and aerodrome knowledge shall be maintained by operating at least once on the route or area or to the aerodrome within a 12 month period.
- (d) In the case of performance class B aeroplanes involved in commercial air transport operations under VFR by day, (c) shall not apply.

**ORO.FC.110 Flight engineer**

When a separate flight engineer station is incorporated in the design of an aeroplane, the flight crew shall include one crew member who is suitably qualified in accordance with applicable national rules.

**ORO.FC.115 Crew resource management (CRM) training**

- (a) Before operating, the flight crew member shall have received CRM training, appropriate to his/her role, as specified in the operations manual.
- (b) Elements of CRM training shall be included in the aircraft type or class training and recurrent training as well as in the command course.

**ORO.FC.120 Operator conversion training**

- (a) In the case of aeroplane or helicopter operations, the flight crew member shall complete the operator conversion training course before commencing unsupervised line flying:
  - (1) when changing to an aircraft for which a new type or class rating is required; or
  - (2) when joining an operator.
- (b) The operator conversion training course shall include training on the equipment installed on the aircraft as relevant to flight crew members' roles.

**ORO.FC.125 Differences training and familiarisation training**

- (a) Flight crew members shall complete differences or familiarisation training when required by Annex I (Part-FCL) to Regulation (EU) No 1178/2011 and when changing equipment or procedures requiring additional knowledge on types or variants currently operated.
- (b) The operations manual shall specify when such differences or familiarisation training is required.

**ORO.FC.130 Recurrent training and checking**

- (a) Each flight crew member shall complete annual recurrent flight and ground training relevant to the type or variant of aircraft on which he/she operates, including training on the location and use of all emergency and safety equipment carried.
- (b) Each flight crew member shall be periodically checked to demonstrate competence in carrying out normal, abnormal and emergency procedures.

**ORO.FC.135 Pilot qualification to operate in either pilot's seat**

Flight crew members who may be assigned to operate in either pilot's seat shall complete appropriate training and checking as specified in the operations manual.

**ORO.FC.140 Operation on more than one type or variant**

- (a) Flight crew members operating more than one type or variant of aircraft shall comply with the requirements prescribed in this Subpart for each type or variant, unless credits related to the training, checking, and recent experience requirements are defined in the data established in accordance with Commission Regulation (EC) No 1702/2003 for the relevant types or variants.
- (b) Appropriate procedures and/or operational restrictions shall be specified in the operations manual for any operation on more than one type or variant.

**ORO.FC.145 Provision of training**

- (a) All the training required in this Subpart shall be conducted:
  - (1) in accordance with the training programmes and syllabi established by the operator in the operations manual;
  - (2) by appropriately qualified personnel. In the case of flight and flight simulation training and checking, the personnel providing the training and conducting the checks shall be qualified in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011.
- (b) When establishing the training programmes and syllabi, the operator shall include the mandatory elements for the relevant type as defined in the data established in accordance with Regulation (EC) No 1702/2003.
- (c) Training and checking programmes, including syllabi and use of individual flight simulation training devices (FSTDs), shall be approved by the competent authority.
- (d) The FSTD shall replicate the aircraft used by the operator, as far as practicable. Differences between the FSTD and the aircraft shall be described and addressed through a briefing or training, as appropriate.
- (e) The operator shall establish a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training programmes.

**ORO.FC.200 Composition of flight crew**

- (a) There shall not be more than one inexperienced flight crew member in any flight crew.
- (b) The commander may delegate the conduct of the flight to another pilot suitably qualified in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 provided that the requirements of ORO.FC.105 (b)(1), (b)(2) and (c) are complied with.
- (c) Specific requirements for aeroplane operations under instrument flight rules (IFR) or at night.
  - (1) The minimum flight crew shall be two pilots for all turbo-propeller aeroplanes with a maximum operational passenger seating configuration (MOPSC) of more than nine and all turbojet aeroplanes.
  - (2) Aeroplanes other than those covered by (c)(1) shall be operated with a minimum crew of two pilots, unless the requirements of ORO.FC.202 are complied with, in which case they may be operated by a single pilot.
- (d) Specific requirements for helicopter operations.
  - (1) For all operations of helicopters with an MOPSC of more than 19 and for operations under IFR of helicopters with an MOPSC of more than 9:
    - (i) the minimum flight crew shall be two pilots; and

- (ii) the commander shall be the holder of an airline transport pilot licence (helicopter) (ATPL(H)) with an instrument rating issued in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

(2) Operations not covered by (d)(1) may be operated by a single pilot under IFR or at night provided that the requirements of ORO.FC.202 are complied with.

#### **ORO.FC.A.201 In-flight relief of flight crew members**

(a) The commander may delegate the conduct of the flight to:

- (1) another qualified commander; or
- (2) or operations only above flight level (FL) 200, a pilot who complies with the following minimum qualifications:
  - (i) ATPL;
  - (ii) conversion training and checking, including type rating training, in accordance with ORO.FC.220;
  - (iii) all recurrent training and checking in accordance with ORO.FC.230 and ORO.FC.240; and
  - (iv) route/area and aerodrome competence in accordance with ORO.FC.105.

(b) The co-pilot may be relieved by:

- (1) another suitably qualified pilot;
- (2) for operations only above FL 200, a cruise relief co-pilot that complies with the following minimum qualifications:
  - (i) valid commercial pilot licence (CPL) with an instrument rating;
  - (ii) conversion training and checking, including type rating training, in accordance with ORO.FC.220 except the requirement for take-off and landing training; and
  - (iii) recurrent training and checking in accordance with ORO.FC.230 except the requirement for take-off and landing training.

(c) A flight engineer may be relieved in flight by a crew member suitably qualified in accordance with applicable national rules.

#### **ORO.FC.202 Single-pilot operations under IFR or at night**

In order to be able to fly under IFR or at night with a minimum flight crew of one pilot, as foreseen in ORO.FC.200 (c)(2) and (d)(2), the following shall be complied with:

(a) The operator shall include in the operations manual a pilot's conversion and recurrent training programme that includes the additional requirements for a single-pilot operation. The pilot shall have undertaken training on the operator's procedures, in particular regarding:

- (1) engine management and emergency handling;
- (2) use of normal, abnormal and emergency checklist;
- (3) air traffic control (ATC) communication;
- (4) departure and approach procedures;
- (5) autopilot management, if applicable;
- (6) use of simplified in-flight documentation; and
- (7) single-pilot crew resource management.

(b) The recurrent checks required by ORO.FC.230 shall be performed in the single-pilot role on the relevant type or class of aircraft in an environment representative of the operation.

- (c) The recurrent checks required by ORO.FC.230 shall be performed in the single-pilot role on the relevant type or class of aircraft in an environment representative of the operation.
- (d) For aeroplane operations under IFR the pilot shall have:
- (1) a minimum of 50 hours flight time under IFR on the relevant type or class of aeroplane, of which 10 hours are as commander; and
  - (2) completed during the preceding 90 days on the relevant type or class of aeroplane:
    - (i) five IFR flights, including three instrument approaches, in a single-pilot role; or
    - (ii) an IFR instrument approach check.
- (e) For aeroplane operations at night the pilot shall have:
- (1) a minimum of 15 hours flight time at night which may be included in the 50 hours flight time under IFR in (c)(1); and
  - (2) completed during the preceding 90 days on the relevant type or class of aeroplane:
    - (i) three take-offs and landings at night in the single pilot role; or
    - (ii) a night take-off and landing check.
- (f) For helicopter operations under IFR the pilot shall have:
- (1) 25 hours total IFR flight experience in the relevant operating environment; and
  - (2) 25 hours flight experience as a single pilot on the specific type of helicopter, approved for single-pilot IFR, of which 10 hours may be flown under supervision, including five sectors of IFR line flying under supervision using the single-pilot procedures; and
  - (3) completed during the preceding 90 days:
    - (i) five IFR flights as a single pilot, including three instrument approaches, carried out on a helicopter approved for this purpose; or
    - (ii) an IFR instrument approach check as a single pilot on the relevant type of helicopter, flight training device (FTD) or full flight simulator (FFS).

**ORO.FC.205 Command course**

- (a) For aeroplane and helicopter operations, the command course shall include at least the following elements:
- (1) training in an FSTD, which includes line oriented flight training (LOFT) and/or flight training;
  - (2) the operator proficiency check, operating as commander;
  - (3) command responsibilities training;
  - (4) line training as commander under supervision, for a minimum of:
    - (i) 10 flight sectors, in the case of aeroplanes; and
    - (ii) 10 hours, including at least 10 flight sectors, in the case of helicopters;
  - (5) completion of a line check as commander and demonstration of adequate knowledge of the route or area to be flown and of the aerodromes, including alternate aerodromes, facilities and procedures to be used; and
  - (6) crew resource management training.

**ORO.FC.215 Initial operator's crew resource management (CRM) training**

- (a) The flight crew member shall have completed an initial CRM training course before commencing unsupervised line flying.

- (b) Initial CRM training shall be conducted by at least one suitably qualified CRM trainer who may be assisted by experts in order to address specific areas.
- (c) If the flight crew member has not previously received theoretical training in human factors to the ATPL level, he/she shall complete, before or combined with the initial CRM training, a theoretical course provided by the operator and based on the human performance and limitations syllabus for the ATPL as established in Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

#### **ORO.FC.220 Operator conversion training and checking**

- (a) CRM training shall be integrated into the operator conversion training course.
- (b) Once an operator conversion course has been commenced, the flight crew member shall not be assigned to flying duties on another type or class of aircraft until the course is completed or terminated. Crew members operating only performance class B aeroplanes may be assigned to flights on other types of performance class B aeroplanes during conversion courses to the extent necessary to maintain the operation.
- (c) The amount of training required by the flight crew member for the operator's conversion course shall be determined in accordance with the standards of qualification and experience specified in the operations manual, taking into account his/her previous training and experience.
- (d) The flight crew member shall complete:
  - (1) the operator proficiency check and the emergency and safety equipment training and checking before commencing line flying under supervision (LIFUS); and
  - (2) the line check upon completion of line flying under supervision. For performance class B aeroplanes, LIFUS may be performed on any aeroplane within the applicable class.
- (e) In the case of aeroplanes, pilots that have been issued a type rating based on a zero flight-time training (ZFTT) course shall:
  - (1) commence line flying under supervision not later than 21 days after the completion of the skill test or after appropriate training provided by the operator. The content of such training shall be described in the operations manual.
  - (2) complete six take-offs and landings in a FSTD not later than 21 days after the completion of the skill test under the supervision of a type rating instructor for aeroplanes (TRI(A)) occupying the other pilot seat. The number of take-offs and landings may be reduced when credits are defined in the operational suitability data established in accordance with Commission Regulation (EC) 1702/2003. If these take-offs and landings have not been performed within 21 days, the operator shall provide refresher training. The content of such training shall be described in the operations manual.
  - (3) conduct the first four take-offs and landings of the LIFUS in the aeroplane under the supervision of a TRI(A) occupying the other pilot seat. The number of take-offs and landings may be reduced when credits are defined in the operational suitability data established in accordance with Commission Regulation (EC) 1702/2003.

#### **ORO.FC.230 Recurrent training and checking**

- (a) Each flight crew member shall complete recurrent training and checking relevant to the type or variant of aircraft on which they operate.

(b) Operator proficiency check

- (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures.
- (2) When the flight crew member will be required to operate under IFR, the operator proficiency check shall be conducted without external visual reference, as appropriate.
- (3) The validity period of the operator proficiency check shall be 6 calendar months. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months, one operator proficiency check shall be sufficient. The proficiency check shall be undertaken before commencing commercial air transport operations.
- (4) The flight crew member involved in operations by day and over routes navigated by reference to visual landmarks with another-than-complex motor-powered helicopter may complete the operator proficiency check in only one of the relevant types held. The operator proficiency check shall be performed each time on the type least recently used for the proficiency check. The relevant helicopter types that may be grouped for the purpose of the operator proficiency check shall be contained in the operations manual.
- (5) Notwithstanding ORO.FC.145 (a)(2), for operations of other-than-complex motor-powered helicopters by day and over routes navigated by reference to visual landmarks and performance class B aeroplanes, the check may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills. The operator shall inform the competent authority about the persons nominated.

(c) Line check

- (1) Each flight crew member shall complete a line check on the aircraft to demonstrate competence in carrying out normal line operations described in the operations manual. The validity period of the line check shall be 12 calendar months.
- (2) Notwithstanding ORO.FC.145 (a)(2), line checks may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills.

(d) Emergency and safety equipment training and checking

Each flight crew member shall complete training and checking on the location and use of all emergency and safety equipment carried. The validity period of an emergency and safety equipment check shall be 12 calendar months.

(e) CRM training

- (1) Elements of CRM shall be integrated into all appropriate phases of the recurrent training.
  - (2) Each flight crew member shall undergo specific modular CRM training. All major topics of CRM training shall be covered by distributing modular training sessions as evenly as possible over each three year period.
- (f) Each flight crew member shall undergo ground training and flight training in an FSTD or an aircraft, or a combination of FSTD and aircraft training, at least every 12 calendar months.
- (g) The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken.

- (h) When the training or checks required above are undertaken within the last 3 months of the validity period, the new validity period shall be counted from the original expiry date.

**ORO.FC.235 Pilot qualification to operate in either pilot's seat**

- (a) Commanders whose duties require them to operate in either pilot seat and carry out the duties of a co-pilot, or commanders required to conduct training or checking duties, shall complete additional training and checking as specified in the operations manual. The check may be conducted together with the operator proficiency check prescribed in ORO.FC.230 (b).
- (b) The additional training and checking shall include at least the following:
- (1) an engine failure during take-off;
  - (2) a one-engine-inoperative approach and go-around; and
  - (3) a one-engine-inoperative landing.
- (c) In the case of helicopters, commanders shall also complete their proficiency checks from left- and right-hand seats, on alternate proficiency checks, provided that when the type rating proficiency check is combined with the operator proficiency check the commander completes his/her training or checking from the normally occupied seat.
- (d) When engine-out manoeuvres are carried out in an aircraft, the engine failure shall be simulated.
- (e) When operating in the co-pilot's seat, the checks required by ORO.FC.230 for operating in the commander's seat shall, in addition, be valid and current.
- (f) The pilot relieving the commander shall have demonstrated, concurrent with the operator proficiency checks prescribed in ORO.FC.230 (b), practice of drills and procedures that would not, normally, be his/her responsibility. Where the differences between left- and right-hand seats are not significant, practice may be conducted in either seat.
- (g) The pilot other than the commander occupying the commander's seat shall demonstrate practice of drills and procedures, concurrent with the operator proficiency checks prescribed in ORO.FC.230 (b), which are the commander's responsibility acting as pilot monitoring. Where the differences between left- and right-hand seats are not significant, practice may be conducted in either seat.

**ORO.FC.240 Operation on more than one type or variant**

- (a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover:
- (1) the flight crew members' minimum experience level;
  - (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant;
  - (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and
  - (4) all applicable recent experience requirements for each type or variant.
- (b) When a flight crew member operates both helicopters and aeroplanes, that flight crew member shall be limited to operations on only one type of aeroplane and one type of helicopter.
- (c) Point (a) shall not apply to operations of performance class B aeroplane if they are limited to single-pilot classes of reciprocating engine aeroplanes under VFR by day. Point (b) shall not apply to operations of performance class B aeroplane if they are limited to single-pilot classes of reciprocating engine aeroplanes.

**ORO.FC.A.245 Alternative training and qualification programme**

- (a) The aeroplane operator having appropriate experience may substitute one or more of the following training and checking requirements for flight crew by an alternative training and qualification programme (ATQP), approved by the competent authority:
- (1) SPA.LVO.120 on flight crew training and qualifications;
  - (2) conversion training and checking;
  - (3) differences training and familiarisation training;
  - (4) command course;
  - (5) recurrent training and checking; and
  - (6) operation on more than one type or variant.
- (b) The ATQP shall contain training and checking that establishes and maintains at least an equivalent level of proficiency achieved by complying with the provisions of ORO.FC.220 and ORO.FC.230. The level of flight crew training and qualification proficiency shall be demonstrated prior to being granted the ATQP approval by the competent authority.
- (c) The operator applying for an ATQP approval shall provide the competent authority with an implementation plan, including a description of the level of flight crew training and qualification proficiency to be achieved.
- (d) In addition to the checks required by ORO.FC.230 and FCL.060 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, each flight crew member shall complete a line oriented evaluation (LOE) conducted in an FSTD. The validity period of an LOE shall be 12 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the LOE is undertaken within the last 3 months of the validity period, the new validity period shall be counted from the original expiry date.
- (e) After 2 years of operating with an approved ATQP, the operator may, with the approval of the competent authority, extend the validity periods of the checks in ORO.FC.230 as follows:
- (1) Operator proficiency check to 12 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the check is undertaken within the last 3 months of the validity period, the new validity period shall be counted from the original expiry date.
  - (2) Line check to 24 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the check is undertaken within the last 6 months of the validity period, the new validity period shall be counted from the original expiry date.
  - (3) Emergency and safety equipment checking to 24 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the check is undertaken within the last 6 months of the validity period, the new validity period shall be counted from the original expiry date.

**ORO.FC.A.250 Commanders holding a CPL(A)**

- (a) The holder of a CPL(A) (aeroplane) shall only act as commander in commercial air transport on a single-pilot aeroplane if:
- (1) when carrying passengers under VFR outside a radius of 50 NM (90 km) from an aerodrome of departure, he/she has a minimum of 500 hours of flight time on aeroplanes or holds a valid instrument rating; or



- (2) when operating on a multi-engine type under IFR, he/she has a minimum of 700 hours of flight time on aeroplanes, including 400 hours as pilot-in-command. These hours shall include 100 hours under IFR and 40 hours in multi-engine operations. The 400 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual, on the basis of two hours of flight time as co-pilot for one hour of flight time as pilot-in command.

(b) For operations under VFR by day of performance class B aeroplanes (a)(1) shall not apply.

#### **ORO.FC.H.250 Commanders holding a CPL(H)**

(a) The holder of a CPL(H) (helicopter) shall only act as commander in commercial air transport on a single-pilot helicopter if:

- (1) when operating under IFR, he/she has a minimum of 700 hours total flight time on helicopters, including 300 hours as pilot-in-command. These hours shall include 100 hours under IFR. The 300 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual on the basis of two hours of flight time as co-pilot for one hour flight time as pilot-in command;
- (2) when operating under visual meteorological conditions (VMC) at night, he/she has:
- (i) a valid instrument rating; or
  - (ii) 300 hours of flight time on helicopters, including 100 hours as pilot-in-command and 10 hours as pilot flying at night.

## **4 Acceptable Means of Compliance and Guidance Material – (AMC and GM)**

AMC and GM published by EASA may be found on the EASA website. Any UK Alternative Means of Compliance and Guidance Material published by the CAA for these requirements will be found below.

## **5 Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Section 5 UK National Licences

This section sets out the requirements for the following UK national licences:

UK NPPL(A)	Simple Single Engine Aeroplanes (SSEA) and Self-Launching Motor Gliders (SLMG)
UK NPPL(A)	Microlight Aeroplanes
UK NPPL(H)	Helicopters
UK PPL(A)	Aeroplanes
UK PPL(BA)	Balloons and Airships
UK PPL(G)	Gyroplanes
UK PPL(H)	Helicopters
UK CPL(A)	Aeroplanes
UK CPL(B)	Balloons
UK CPL(G)	Gyroplanes
UK CPL(H)	Helicopters
UK CPL(UA)	Unmanned Aircraft
UK CPL(As)	Airships
UK ATPL(A)	Aeroplanes
UK ATPL(H)	Helicopters

### Part A UK National Private Pilot Licences (NPPL) for Aeroplanes, Microlights, Self Launching Motor Gliders and Helicopters

#### Subpart 1 UK National Private Pilot Licence for Aeroplanes – NPPL(A) (SSEA/SLMG)

##### 1 Applicability

The holder of a UK NPPL(A) with an SSEA/SLMG rating may exercise the privileges of the licence to fly non-EASA SSEA or SLMGs, as applicable, registered in the UK in UK airspace. Use of the licence within the airspace of other countries is subject to the agreement of the relevant authorities in those countries.

The licence is also valid for EASA SSEA and SLMGs until 8 April 2018.

##### 2 Privileges

- 2.1 The privileges and conditions of the UK NPPL(A) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

- 2.2 Applicants should note that no other ratings or qualifications other than SSEA, Microlight and SLMG may be added to the NPPL(A).
- 2.3 At the time of writing an NPPL holder with SSEA ratings can fly in France following an agreement with the French DGAC, provided the holder is in possession of an SSEA rating, Class 2 Medical Certificate and a certificate confirming specified experience. For further details of the experience requirements and obtaining a certificate contact NPLG Ltd.
- 2.4 The holder of an NPPL with SLMG rating is entitled to ICAO Annex I privileges for international flight provided that they obtain a Part-MED Class 1 or 2 medical certificate and demonstrate compliance with the ICAO requirements of 40 hours training. Applications may then be made to PL for an appropriate licence endorsement.
- | 2.5 The NPPL(A) is not a valid licence for any EASA aircraft after 7 April 2018.

### 3 Requirements

- 3.1 Minimum Age
- 3.2 Licence Validity
- 3.3 Medical Requirements
- 3.4 Flying Training/Experience Requirements
- 3.5 Credits from Flying Training
- 3.6 Theoretical Knowledge Requirements
- 3.7 UK Flight Radiotelephony operator's Licence (FRTOL)
- 3.8 Conversion to Part-FCL PPL(A)
- 3.9 Revalidation/Renewal
- 3.10 Issue of Class Rating and Differences Training
- 3.11 Issue of SSEA or SLMG Class Rating on the basis of a SEP(Land) Class Rating

#### 3.1 Minimum Age

An applicant for an NPPL(A) SSEA/SLMG shall be at least 17 years of age. The minimum age for the first solo flight is 16 years of age.

#### 3.2 Licence Validity

The NPPL(A) SSEA/SLMG is issued with a lifetime validity.

Ratings included in an NPPL(A) are issued with a 24 month validity period.

#### 3.3 Medical Requirements

An applicant for an NPPL(A) shall hold a valid NPPL medical declaration or a Part-MED Class 1, 2 or LAPL medical certificate.

#### 3.4 Flying Training/Experience Requirements

- 3.4.1 An applicant for an NPPL(A) SSEA/SLMG shall have completed at least 32 hours flight time as pilot of aeroplanes (excluding Navigation Skill Test and General Skill Test). NPPL(A) SSEA training shall be completed at an organisation acceptable to the CAA, and training for the NPPL(A) SLMG at an approved BGA site.
- 3.4.2 Training for the NPPL(A) SSEA or SLMG must include the following:
- a) **22 hours** dual instruction (to include 1 hour instrument appreciation);

- b) **10 hours** solo flight time which must include at least 4 hours of solo cross-country flight time, including one solo cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two aerodromes other than the aerodrome of departure shall be made;
- c) **Navigation Skill Test (NST)** (minimum of 1 hour duration and to be taken prior to undertaking the qualifying solo cross-country flight);
- d) **General Skill Test (GST)** (minimum of 1 hour duration).

An applicant may not take the General Skill Test until all associated flying training has been completed and the associated theoretical knowledge examinations have been passed. Where the privilege of using radio telephony is required, applicants must also comply with FRTOL requirements.

The General Skill Test shall be taken within 6 months of the completion of training. All sections of the test shall be completed within 6 months of the first attempt. If the applicant does not pass all sections of the skill test at the first attempt, the section(s) that have been failed may be attempted in a further test(s).

There is no limit to the number of tests that may be taken.

### 3.5 **Credits from Flying Training**

Allowances against training for the grant of an NPPL(A) SSEA/SLMG may be given for holders of other licences (UK/EASA/NPPL or Non-UK), military flying experience and other qualifications. See Part II to CAP 804, Section 5, Part A, Appendix 1.

### 3.6 **Theoretical Knowledge Requirements**

- 3.6.1 An applicant for an NPPL(A) SSEA/SLMG shall pass the Part-FCL PPL(A) theoretical knowledge examinations as detailed in Section 4, Part C, Subpart 1, to the same pass standards and validity periods.
- 3.6.2 The NPPL(A) SSEA/SLMG syllabi of flying training and Skill Tests and theoretical knowledge requirements are detailed in Part II to CAP 804, Section 5, Part A.

### 3.7 **UK Flight Radiotelephony operator's Licence (FRTOL)**

Pilots who intend to operate radiotelephony equipment will require an FRTOL.

The FRTOL requirements are contained in CAP 804, Section 6.

### 3.8 **Conversion to Part-FCL Licences**

The holder of an NPPL(A) rating seeking to obtain a Part-FCL LAPL(A) may do so by complying with the requirements as set out in Section 4, Part B, Subpart 1.

### 3.9 **Revalidation/Renewal of NPPL(A) SSEA or SLMG**

#### 3.9.1 **Revalidation**

To revalidate an SSEA or SLMG class rating attached to an NPPL(A), the holder must complete the following during the 24 month validity of the current certificate of revalidation for the rating:

- a) Complete a General skill test; or
- b) At least 12 hours flight time to include:
  - i) at least 8 hours as pilot in command;
  - ii) at least 12 take-offs and 12 landings;
  - iii) at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class;
  - iv) at least 6 hours flight time in the 12 months preceding the validity expiry date.

- 3.9.1.1 Where the holder has not undertaken the skill test or the flying training specified in b) iii) above a certificate of revalidation may be issued but must be endorsed "single seat only".
- 3.9.1.2 Where the holder wishes to revalidate more than one class rating they may carry out the requirements above in any of the relevant classes but must have at least 1 hour PIC or 1 hour dual instruction in each of the classes as part of the 12 hours flight time.
- 3.9.1.3 Refer to Part II to CAP 804, Section 5, Part A, Subpart 1 for supplemental information.

### 3.9.2 **Renewal**

- 3.9.2.1 To renew an SSEA or SLMG class rating that has expired by not more than 5 years, applicants must hold a valid NPPL Medical Declaration or Part-MED medical certificate and pass the NPPL GST in the relevant class of aircraft which shall include an oral examination of theoretical knowledge.
- 3.9.2.2 Where an SSEA or SLMG class rating has expired by more than 5 years applicants shall undergo a course of refresher flying training in SSEA or SLMG (for the applicable class rating held) as specified by an instructor qualified to give instruction on SSEA or SLMG (for the applicable class rating held), hold a valid NPPL Medical Declaration or Part-MED Class 1 or 2 medical certificate, and pass the NPPL GST in an SSEA or SLMG (for the applicable class rating held), to include an oral theoretical knowledge examination.

### 3.10 **Issue of Class Rating and Differences Training**

Applicants wishing to add an SSEA or SLMG aircraft class rating to their current licence must undergo appropriate training and pass a General Skill Test in the class of aircraft for which the rating is to be used.

### 3.11 **Issue of SSEA or SLMG Class Rating on the basis of an SEP(Land) Class Rating**

The holder of an ATPL(A)/CPL(A) or PPL(A) with an SEP rating may convert their Licence to an NPPL with SSEA/SLMG or Microlight rating by satisfying any difference training requirements set out in Part II CAP 804, Section 5, Part A.

## 4 **UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804, Section 5, Part A.

Private pilot's licence SSEA and SLMG course training syllabus requirements can be found in Part II to CAP 804, Section 5, Part A.

## 5 **Additional Information**

None.

## **Subpart 2      UK National Private Pilots Licence – NPPL(A) with a Microlight Aeroplane Class Rating**

### **1      Applicability**

The holder of a UK NPPL(A) or UK issued licence endorsed with a microlight aeroplane class rating may exercise the privileges of the licence to fly microlight aeroplanes registered in the UK within UK airspace. Entry of the airspace of other countries is subject to permission by the relevant authorities in those countries and exemption from the licence restriction by the CAA.

### **2      Privileges**

The privileges and conditions of the UK NPPL(A) Microlight Aeroplanes are as defined in Part A of Schedule 7 to the ANO (2009), See Section 7, Part B.

### **3      Requirements**

- 3.1      Classifications
- 3.2      Minimum Age
- 3.3      Medical Requirements
- 3.4      Licence Validity
- 3.5      Theoretical Knowledge Examination (Microlight)
- 3.6      Powered Parachute
- 3.7      Theoretical Knowledge Examination (Powered Parachute)
- 3.8      Flight Test
- 3.9      UK Flight Radiotelephony operator's Licence (FRTOL)
- 3.10     Revalidation/Renewal
- 3.11     Issue of Class Rating and Differences Training
- 3.12     Issue of Microlight aeroplane Class Rating on the basis of a SEP(Land) Class Rating
- 3.13     Exercising the privileges on Microlight aeroplanes on the basis of a SEP(Land) Class Rating

#### **3.1      Classifications**

- 3.1.1     Current microlight aeroplanes have 1 of 3 alternative forms of control: conventional 3-axis; weight shift (flex wing); or powered parachute.
- 3.1.2     Pilots who undertake their training in a 3-axis or weight shift microlight will be granted an NPPL with "Microlight" rating. Holders of such licences may fly 3-axis or weight shift microlights subject to satisfactory completion of appropriate differences training in each case.
- 3.1.3     Pilots who undertake their training in a powered parachute microlight (as set out within paragraph 3.6) will be granted an NPPL(A) with a "Microlight – Powered Parachute only" rating. Holders of such licences may have the rating replaced with a

“Microlight” rating subject to satisfactory completion of any additional training and experience (including conversion training) in a 3-axis or weight shift microlight to show compliance with the requirements for the microlight rating.

A Microlight aeroplane is defined in Article 255 of the Air Navigation Order as follows:

‘Microlight aeroplane’ means an aeroplane designed to carry not more than two persons which has:

- (a) a maximum total weight authorised not exceeding:
  - (i) 300kg for a single seat landplane, (or 390kg for a single seat landplane of which at least 51 % was built by an amateur, or non-profit making association of amateurs, for their own purposes and without any commercial objective, in respect of which a permit to fly issued by the CAA was in force prior to 1st January 2003);
  - (ii) 450kg for a two-seat landplane; or
  - (iii) 330kg for a single seat amphibian or floatplane; or
  - (iv) 495kg for a two-seat amphibian or floatplane; or
  - (v) 315kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
  - (vi) 472.5kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system; and
- (b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum total weight authorised not exceeding 35 knots calibrated airspeed.

All aeroplanes falling within these parameters are Microlight aeroplanes for the purpose of UK legislation.

### 3.2 **Minimum Age**

An applicant for an NPPL(A) Microlight (or Microlight–Powered Parachute) shall be at least 17 years of age. The minimum age for the first solo flight is 16 years of age.

### 3.3 **Medical Requirements**

An applicant for an NPPL(A) shall hold a valid NPPL medical declaration or a Part-MED Class 1, 2 or LAPL medical certificate. For information regarding the medical requirements for the NPPL Medical Declaration please refer to Section 4, Part N, or the CAA web site at [www.caa.co.uk/medical](http://www.caa.co.uk/medical).

### 3.4 **Licence Validity**

The NPPL(A) is issued with lifetime validity. The microlight class rating added to an NPPL(A) or UK national licence shall remain valid for 24 months from the date of check or test.

### 3.5 **Flying Training/Experience Requirements**

Applicants may obtain either an “unrestricted” licence or a “restricted” licence (which includes operational limitations).

#### 3.5.1 **NPPL(A) Microlight – Restricted with Operational Limitations**

Applicants shall be required to complete a minimum of 15 hours training as pilot of microlight aeroplanes.



This shall include not less than 7 hours as PIC, which shall be flown in the 9 months prior to the date of application for licence issue. In addition, applicants will be required to pass an NPPL(A) Microlight General Skill Test.

When an NPPL(A) Microlight is issued with operational limitations, it will impose the constraints as listed in Part II to CAP 804, Section 5, Part A, Subpart 2, 2.1, on the licence holder.

### 3.5.2 **NPPL(A) Microlight – without Operational Limitations**

An applicant shall complete a minimum of 25 hours training as pilot of a microlight aeroplane.

The total must include not less than 10 hours as PIC in the 9 months prior to the date of application.

A minimum total of 5 hours navigation flying training must be completed within the period of 9 months immediately prior to licence application or an application to remove operational limitations from an existing licence.

The required navigation flying training includes a minimum of 3 hours of solo navigation flying training to be completed within the 9 month period.

The navigation flight training must include two solo qualifying cross-country flights. Each solo qualifying cross country flight must have:

- a minimum total flight distance of 40 nautical miles;
- a landing at another site which is at least 15 nautical miles, measured in a straight line, from the take-off site at which the flight began

The two solo qualifying cross-country flights must be flown over different routes and to different sites.

### 3.5.3 **Credits from Flying Training**

Allowances against training for the grant of an NPPL(A) Microlight may be given for holders of other licences (UK/Part-FCL/NPPL or Non-UK), military flying experience and other qualifications. For full details, see Part II to CAP 804, Section 5, Part A, Appendix 1.

### 3.5.4 **Theoretical Knowledge Examination (Microlight)**

An applicant for an NPPL(A) Microlight shall pass theoretical knowledge examinations in the following subjects:

1. Aviation Law, Flight Rules and Procedures
2. Human Performance and Limitations
3. Navigation
4. Meteorology
5. Aircraft (General)
6. Aircraft (Type) (Oral as part of the NPPL(A) Microlight GFT).

An applicant for an NPPL(A) Microlight shall pass all the examinations within 24 months prior to applying for the licence.

Details of the NPPL(A) Microlight syllabi of flying training, flight tests and theoretical knowledge requirements can be found in Part II to CAP 804, Section 5, Part A, Appendix 1.

### 3.6 **Powered Parachute**

- 3.6.1 Pilots who undertake their training in a powered parachute microlight will be granted an NPPL(A) with a "Microlight – Powered Parachute only" rating. Holders of such licences may have the rating replaced with a "Microlight" rating subject to satisfactory completion of additional training and experience (including conversion training) in a 3-axis or weight shift microlight to show compliance with the requirements for the Microlight rating as set out in CAP 804 Part II, Subpart 2 for UK NPPL(A) Microlight.

All flying training must be carried out under the supervision of a flying instructor holding a valid AFI rating or an FI rating on the type of powered parachute on which the training is conducted. Flight in any powered parachute is acceptable and must follow either the dual training system for a two seat aeroplane or the solo training system for a single seat aeroplane.

Applicants may obtain either an "unrestricted" licence or a "restricted" licence (which includes operational limitations).

#### 3.6.2 **Restricted Licence with Operational Limitations**

Applicants must produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the CAA and have passed a GFT with an authorised examiner. The syllabus of training must provide for a minimum of:

- a) 4 hours of flight time in a powered parachute including not less than:
  - i) 1 hour as solo PIC; and
  - ii) not less than 25 take-offs and full stop landings of which at least 6 must be as solo PIC in the 9 months prior to the date of application.

The FlightTest time can be included in the minimum 4 hours of flight training, but cannot form part of the 1 hour required as PIC. The licence will impose the constraints listed in Part II to CAP 804, Section 5, Part A, Subpart 2, 2.1, on the licence holder.

#### 3.6.3 **Unrestricted Licence without Operational Limitations**

Applicants must produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the CAA and pass a Flight Test. The syllabus of training must provide for a minimum of:

- a) 15 hours of flight time in a powered parachute supervised by a flying instructor. The total must include not less than:
  - i) 6 hours as solo PIC;
  - ii) 25 take-offs and full stop landings of which, at least 6 take-offs and full stop landings must be as solo PIC;
  - iii) 5 hours training in navigation including at least 3 hours as solo PIC and must include 2 solo 25 NM crosscountry flights during each of which the applicant landed at least at 1 other site not less than 10 NM from the take-off site at which the flight began. The 2 solo cross-country flights must be flown over different routes and to different sites.

The solo hours must be flown within the 9 months prior to the date of application. The FlightTest time can be included in the minimum 15 hours flight training, but cannot form part of the 6 hours required as PIC.

#### 3.6.4 **Credits from Flying Training**

Non-UK licence holders and military pilots who have previous experience on Powered Parachutes may be eligible for credits towards training. For details, see Part II to CAP 804, Section 5, Part A, Appendix 1.

### 3.7 **Theoretical Knowledge Examination (Powered Parachute)**

3.7.1 An applicant for a Powered Parachute licence must pass theoretical knowledge examinations in the following subjects:

1. Aviation Law, Flight Rules and Procedures
2. Human Performance and Limitations
3. Navigation
4. Meteorology
5. Aircraft (General)
6. Aircraft (Type) (Oral as part of the GFT).

Examinations 1, 2, 3 and 4 are common to Microlights and Powered Parachutes. The Aircraft (General) and Aircraft (Type) are specific to Powered Parachutes.

An applicant for an NPPL(A) Powered Parachute shall successfully pass all the examinations within 24 months prior to applying for the licence.

### 3.7.2 **Credits from Examinations**

- a) The holder of a valid Non-UK Pilot's licence (Aeroplanes) issued by another ICAO Contracting State may be credited the examinations in Navigation, Meteorology, Aircraft (General) and Aircraft (Type).
- b) A QMP in the UK Armed Forces may be credited the examinations in Navigation, Meteorology and Aircraft (General).
- c) A holder of a valid UK or another ICAO Contracting State's Flight Navigator's Licence and UK Military Navigators may be credited the examinations in Navigation and Meteorology.

Holders of a current BMAA FLM or BHPA PPG or SPHG Pilot Rating should contact the BMAA for details of the allowable credits.

### 3.8 **Flight Test**

Applicants shall pass the General Flight Test conducted by a CAA authorised Microlight Examiner in a Microlight.

Applicants shall pass the General Flight Test conducted by a CAA authorised Powered Parachute Examiner in a Powered Parachute.

Pilots who intend to operate Radio Telephony equipment must comply with FRTOL requirements.

### 3.9 **UK Flight Radiotelephony operator's Licence (FRTOL)**

Pilots who intend to operate radiotelephony equipment shall hold an FRTOL.

Full details of the FRTOL requirements are contained in CAP 804, Section 6.

### 3.10 **Revalidation/ Renewal**

#### 3.10.1 **Revalidation**

To revalidate a Microlight rating attached to a UK PPL(A) (only if attached before 1 February 2008) or UK PPL (Microlight), the holder may complete the following on the appropriate class of aircraft during the validity of the current certificate of revalidation for the rating:

- Complete an NPPL GST, or 5 hours flight time in the appropriate class in the preceding 13 months.

Of the 5 hours experience required above, 3 hours must have been as PIC. The remaining time may be made up of:

- a) PICUS flight time gained with a flying instructor on a successful check flight or with an authorised Examiner on a successful Flight Test for the grant or revalidation of a rating in a PPL; or
- b) dual flying instruction flown with a flying instructor but only if, at the end of the dual flight or flights, the instructor considered the pilot was fit to fly as PIC, and so certifies in the log.

**Important Note 1:** The holder may elect instead to revalidate his rating/s in accordance with the requirements of a NPPL licence holder as listed below. However, once such an election has been made, all future revalidations will be on the 12 hour, 24 month cycle rather than the 5 hour, 13 month cycle.

To revalidate a Microlight aircraft class rating attached to an NPPL(A), the holder shall complete the following during the 24 month validity of the current certificate of revalidation for the rating:

- a) Complete a General skill test; or
- b) at least 12 hours flight time to include:
  - i) at least 8 hours as pilot in command;
  - ii) at least 12 take-offs and 12 landings;
  - iii) at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; and
  - iv) at least 6 hours in the 12 months preceding the validity expiry date.

Where the holder has not undertaken the flying training specified above a certificate of revalidation may be issued but it shall be endorsed "single seat only".

Where the holder wishes to revalidate more than one class rating they may comply with the requirements above in any of the relevant classes but must carry out at least 1 hour PIC or 1 hour dual instruction in each of the classes as part of the 12 hours flight time.

**NOTE 1:** Schedule 7 of the Air Navigation Order 2009 specifies that a Microlight rating on a UK PPL shall be revalidated by experience in accordance with the 5 hours in 13 months arrangements. However, the CAA has issued a general exemption to allow the holder of a UK PPL(A) to maintain such a rating in accordance with the NPPL requirements set out in this section (12 hours in 24 months) as if the rating were associated with an NPPL.

**NOTE 2:** Schedule 7 of the Air Navigation Order 2009 specifies that a Microlight rating on a CPL(A) or ATPL(A) shall be revalidated by experience in accordance with the requirements set out in this section; (i.e. the 12 hours in 24 months cycle). However, the CAA has issued a general exemption to allow the holder of a UK CPL(A) or ATPL(A) who obtained their Microlight rating prior to 1 February 2008 to continue to re-validate that rating using the 5 in 13 months system as set out in Case A Section 1 of Part C of Schedule 7 – i.e. in the same manner as for the microlight aeroplane class rating on a UK PPL(A).

Refer to Part II to CAP 804, Section 5, Part A, Subpart 2, 3.10.1 for supplemental information.

### 3.10.2 **Renewal**

To renew a Microlight class rating that has expired for not more than 5 years, applicants shall hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL GST in the microlight to include an oral theoretical knowledge examination.

Where a Microlight class rating has expired by more than 5 years applicants shall undergo a course of refresher flying training in microlights as specified by an instructor qualified to give instruction on microlights, hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate, and pass the NPPL GST in a microlight, to include an oral theoretical knowledge examination.

### 3.11 **Issue of Class Rating and Differences Training**

3.11.1 Applicants wishing to add a Microlight aircraft class rating to a UK licence must undergo appropriate training and pass a General Flight Test.

3.11.2 Microlight pilots wishing to convert between weightshift and 3-axis microlight control systems, or to a microlight with more than one engine, shall undertake differences training given by a flight instructor entitled to instruct on the microlight aeroplane on which instruction is being given. The training must be completed, recorded in the pilot's personal flying log book and endorsed and signed by the instructor conducting the differences training.

### 3.12 **Exercising licence privileges on SSEA, SLMG and Microlight aeroplanes on the basis of a SEP (Land) Class Rating**

The SEP Class rating includes the SSEA. The holder of a UK/Part-FCL licence (not NPPL) with a SEP rating, may, subject to differences training on the appropriate class with a suitably qualified instructor, exercise the privileges of their licence on microlight aircraft or SLMG. However, any experience gained in microlight aircraft or SLMG cannot be counted towards the flying experience necessary to maintain the full SEP or TMG privileges of their UK/ Part-FCL licence.

If the holder of a UK national aeroplane licence (not a JAR-FCL or Part-FCL licence) that includes a valid SEP rating no longer qualifies for a Class 1 or 2 medical (JAR or Part-MED) but obtains a LAPL medical certificate or NPPL medical declaration, the licence holder may continue to fly SSEA, SLMG or Microlight aeroplanes, subject to the condition of the applicable general exemption in the Official Record Series 4 – currently ORS4 995. The exemption may be found on the CAA website at [HYPERLINK "http://www.caa.co.uk"](http://www.caa.co.uk) [www.caa.co.uk](http://www.caa.co.uk), however this provision is restricted to the remaining validity of the SEP when the Class 1 or 2 medical certificate becomes invalid. An SEP rating cannot be revalidated or renewed unless the holder has a valid Class 1 or 2 medical certificate in accordance with Part-MED. When the SEP expires the holder must convert to a licence for which he holds the appropriate medical – i.e. a LAPL(A) or NPPL(A).

All UK national licences (non-JAR, non Part-FCL) cease to be valid for any EASA aircraft from 8th April 2018 onwards.

### 3.13 **Issue of Microlight Aeroplane Class Rating on the basis of an SEP(Land) Class Rating**

Provided that an SEP aeroplane class rating is valid in a UK national licence, an Examiner may revalidate the SEP aircraft class rating as a Microlight aircraft class rating. The Examiner makes the relevant entry in the Certificate of Revalidation page in the holder's licence, entering the revalidation date in the "Date of Check or Test" column and entering the "Valid To" date as 24 months later. The holder must then apply to PL for the inclusion of the Microlight Class Rating in their licence as the Examiner is not permitted to make entries in the ratings page of the licence.

If the SEP rating or the licence has expired, application for an NPPL with the required ratings should be made to the BMAA (for Microlight) or the LAA for SSEA/SLMG.

### 3.14 **Exercising the privileges on Microlight aeroplanes on the basis of an SEP(Land) Class Rating**

The holder of a UK issued licence or any Part-FCL licence with an SEP rating, may, subject to differences training on the appropriate class with a suitably qualified instructor, exercise the privileges of their licence on microlight aircraft. However, any experience gained in microlight aircraft cannot be counted towards the flying experience necessary to maintain the full SEP or TMG privileges.

### 3.15 **Requirements for the Training and Testing for a Microlight Seaplane Rating**

The training requirements for the addition of a microlight seaplane rating require the applicant to produce evidence of having satisfactorily completed 5 hours instruction in single-engine microlight seaplanes or 6 hours in multi-engine microlight seaplanes, similar to that required for the SEP(Sea) and MEP(Sea) Class ratings.

Applicants will also be required to pass the seamanship examination and pass a Flight test with a suitably authorised Examiner.

## **4 UK Interpretive and Explanatory Material (IEM)**

The Microlight course training syllabus requirements can be found in Part II to CAP 804, Section 5, Part A, Subpart 2.

## **5 Additional Information**

None.

## **Subpart 3      UK National Private Pilot Licence for Helicopters – NPPL(H)**

### **1      Applicability**

The holder of a UK NPPL(H) may exercise the privileges of the licence to fly non-EASA helicopters registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### **2      Privileges**

The privileges and conditions of the UK NPPL(H) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

### **3      Requirements**

An applicant for an NPPL(H) shall:

- a) hold the EASA (LAPL(H)) in accordance with Part-FCL and comply with the requirements for the rating; or
- b) comply with the requirements of Part-FCL for the LAPL(H), and comply with the requirements for the national rating.

An applicant for the UK NPPL(H) shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part B, Subpart 2:

An applicant for an NPPL(H) shall hold a valid Part-MED medical certificate. For information regarding the medical requirements please refer to the CAA web site at [www.caa.co.uk/medical](http://www.caa.co.uk/medical).

**NOTE:** The NPPL Medical Declaration is not an acceptable alternative to the LAPL Medical Certificate for the NPPL(H).

### **4      UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### **5      Additional Information**

None.

INTENTIONALLY LEFT BLANK



## **Part B                    UK Private Pilot Licences (PPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft**

### **Subpart 1            UK Private Pilot Licence for Aeroplanes – UK PPL(A)**

#### **1            Applicability**

The holder of a UK PPL(A) may exercise the privileges of the licence to fly non-EASA aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

The same privileges of the licence may be exercised to fly EASA aeroplanes registered in the UK until 8 April 2014; and until 8 April 2018 with the privileges restricted to those of the LAPL(A).

#### **2            Privileges**

The privileges and conditions of the UK PPL(A) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

#### **3            Requirements**

An applicant for the UK PPL(A) shall either comply with the Part-FCL requirements for PPL(A) as listed in CAP 804, Section 4, Part C, Subpart 1 or hold a Part-FCL PPL(A).

Applicants for and holders of the PPL(A) shall hold a Part-MED Class 1 or Class 2 medical certificate.

**NOTE:** Article 62(5) of the ANO renders the EASA PPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes. Consequently a pilot who holds a Part-FCL PPL(A) does not require a UK PPL(A) unless they need to exercise the privileges of a rating that cannot be included in the Part-FCL licence; e.g. a type rating for a non-EASA aeroplane.

#### **4            UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5            Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Subpart 2      UK Private Pilot Licence for Balloons and Airships – UK PPL(BA)**

### **1      Applicability**

The holder of a UK PPL(BA) may exercise the privileges of the licence to fly non-EASA balloons or airships as applicable registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

The same privileges of the licence may be exercised to fly EASA balloons registered in the UK until 8 April 2018.

### **2      Privileges**

The privileges and conditions of the UK PPL(BA) are as defined in the Part A of Schedule 7 to the ANO, refer to CAP 804 Section 7, Part B.

For this purpose, the types of balloon or airships are:

- a) Free Balloons Hot Air Filled
- b) Free Balloons Gas Filled Netless
- c) Free Balloons Gas Filled Netted
- d) Free Balloons Combination Gas/Hot Air Filled
- e) Hot Air Airships – Pressurised (up to 160,000 CuFt/4550 CuM Volume)
- f) Hot Air Airships – Un-pressurised (up to 160,000 CuFt/4550 CuM Volume)
- g) Gas Airships – Pressurised (up to 160,000 CuFt/4550 CuM Volume)

When a UK PPL(BA) is issued, it will be endorsed with a “Day Flying Only” restriction. (For removal of this restriction, please refer to the Night Flying section). Airship ratings can only be obtained and endorsed onto an existing PPL(BA) licence. (Please refer to paragraph 3.9 for full details).

### **3      Requirements**

- 3.1      Minimum Age
- 3.2      Licence Validity
- 3.3      Non-UK Licence Holders
- 3.4      UK PPL(BA) Flying Training/Experience Requirements
- 3.5      UK PPL(BA) Ground Examination Requirements
- 3.6      UK PPL(BA) Flight Test Requirements
- 3.7      UK PPL(BA) Medical Requirements
- 3.8      UK PPL(BA) Re-validation Requirements
- 3.9      Additional Balloon or Hot-Air Airship Rating
- 3.10     UK Flight Radiotelephony Operator’s Licence (FRTOL) Requirements

Applicants for and holders of the UK PPL(BA) shall hold a Part-MED Class 1, Class 2 or LAPL medical certificate or hold a Medical declaration.

**EASA Airships Licences** – Article 62(5) of the ANO renders the EASA PPL(As) to be a valid licence with the same privileges for non-EASA airships.

**EASA Balloon Licences** – Article 62(5) of the ANO renders the EASA LAPL(B) and BPL to be a valid licence with the same privileges for non-EASA balloons.

### 3.1 **Minimum Age**

Applicants for the PPL(BA) for balloons and airships – shall be at least 17 years of age;

### 3.2 **Licence Validity**

The UK PPL(BA) will be issued with a lifetime validity but for the privileges conferred by it to be exercised the pilot must have a current Part-MED Medical Certificate or a Medical Declaration and a valid Aircraft Rating.

### 3.3 **Non-UK Licence Holders**

Any credits or exemptions against training for holders of a non-UK Pilot's Licence or equivalent privileges for balloons are indicated at the relevant section.

Applicants for conversion to a UK PPL(BA) must obtain a valid Part-MED Medical Certificate or UK National PPL Medical Declaration.

### 3.4 **UK PPL(BA) Flying Training/Experience Requirements**

#### 3.4.1 **For PPL(BA) Issue with a Free Balloons Hot Air Filled Rating:**

3.4.1.1 An applicant for a UK PPL(BA) shall produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the Authority, within the 24 months preceding the date of application for the licence.

3.4.1.2 Flying hours by day under instruction in hot air filled balloons – must include:

- a) Not less than **16 hours** total flying time to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2; and
- b) **6** ascents by day under the instruction of a licensed balloon pilot of which **4** ascents must be made under the instruction of a BBAC instructor.

3.4.1.3 In addition to the above, applicants must complete:

- a) **1** solo ascent by day of not less than 30 minutes duration under the supervision of a CAA appointed examiner or delegated instructor (to be completed within the 6 months preceding licence application); and
- b) **1** tethered flight.

#### 3.4.2 **For PPL(BA) Issue with a Free Balloon Gas Filled Rating:**

An applicant for a UK PPL(BA) shall produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the Authority, within the 24 months preceding the date of application for the licence.

Flying hours by day under instruction in gas balloons must include:

- a) not less than **16 hours** total flying time to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2; and
- b) **6** ascents by day under the instruction of a licensed Gas Balloon pilot of which **4** ascents must be made under the instruction of a BBAC Gas Balloon Instructor or CAA appointed Gas Balloon Examiner.

**NOTE:** The PPL(BA) will be rated for netless or netted gas filled balloons according to the type in which the training and flight test is completed.

### 3.4.3 **Credits for Non-UK Licence Holders:**

Logbook evidence that the applicant has met the above minimum flying experience for a PPL(BA) issue with a Free Balloons Hot Air Filled Rating or a Free Balloons Gas Filled Rating as appropriate must be provided.

### 3.4.4 **Night Flying**

#### 3.4.4.1 **Free Balloons Hot Air Filled:**

Where an applicant wishes to exercise the licence privileges by night in hot air balloons, the following additional training must be completed: 2 night flights, each of which shall include a night take-off and subsequent night operation of not less than 1 hour's duration under the supervision of a licensed hot air filled balloon pilot whose licence is not limited to day flying only.

#### 3.4.4.2 **Free Balloons Gas Filled:**

Where an applicant wishes to exercise the licence privileges by night in gas filled balloons, the following additional training must be completed: 2 periods of night operation of not less than 1 hour's duration, which may be completed in 2 flights or a single flight spanning 2 nights under the supervision of a licensed gas filled balloon pilot whose licence is not limited to day flying only.

### 3.5 **UK PPL(BA) Ground Examination Requirements**

An applicant for a UK PPL(BA) is required to pass written examinations in the following subjects:

1. Aviation Law, Flight Rules and Procedures
2. Human Performance and Limitations
3. Navigation
4. Meteorology
5. Airmanship and Balloon Systems (for Hot-air Balloons only)
6. Airmanship and Aerostatics (for Gas-filled Balloons only)

The syllabus for subjects 1, 2, 3, and 4 is the same as for the CPL(B) (see Part II, Section 5, Part C). The syllabus for subjects 5 and 6 is maintained by the BBAC Senior Examiner, and a copy may be obtained from the club on request.

The examinations are written multiple-choice papers and are normally conducted under the auspices of a Balloon or Airship Examiner. The above examinations are valid for licence issue for 24 months from the date of passing. Candidates must obtain not less than 70% in each subject to pass.

#### 3.5.1 **Credits from Ground Examinations**

The holder of a valid UK or Part-FCL Private or Professional Pilot's Licence for any category of aircraft is credited the examinations in Aviation Law, Flight Rules and Procedures, Meteorology and, if already passed, Human Performance and Limitations.

Holders of a valid non-UK ICAO Annex I compliant Private or Professional Pilot's Licence (Balloons) issued by an ICAO Contracting State (an ICAO balloon pilot's licence) are credited the examinations in Navigation, Meteorology, Airmanship and Balloon Systems.

### 3.6 **UK PPL(BA) Flight Test Requirements**

An applicant for a UK PPL(BA) shall pass a Flight Test in a hot air filled or gas filled balloon as appropriate with, or supervised by, a CAA Authorised Balloon Examiner.

The Flight Test is valid for licence issue for 9 months from the date of passing.

**NOTE:** Where the balloon used can carry only one person, the flight test is carried out under the supervision of the Examiner. There is no requirement for a further solo flight. The licence will be restricted to solo flying only, until a further test is passed in a balloon designed for multiple occupancy.

It is not essential to complete the test in one flight, but the whole test must be passed in a 28 day period.

#### 3.6.1 **Credits from Flight Test:**

The holder of a non-UK balloon licence who has completed 5 ascents as pilot-in-command on a similar balloon type in the last 13 months will be credited with a pass for the flight test.

DETAILS OF THE UK PPL(BA) FLIGHT TEST ARE GIVEN IN PART II, SECTION 5, PART B, SUBPART 2.

### 3.7 **UK PPL(BA) Medical Requirements**

An applicant for a UK PPL(BA) shall hold a valid Part-MED Medical Certificate or UK National PPL medical declaration. For full details please refer to Section 4, Part N.

Applicants are strongly advised to ensure that they meet the appropriate medical standard before embarking on a course of training.

### 3.8 **UK PPL(BA) Re-validation Requirements**

The minimum flying experience required to maintain balloon ratings in the licence is 5 ascents, each of at least 5 minutes duration, as PIC within the previous 13 months, or satisfactorily passing the Flight Test as detailed in Part II, Section 5, Part B, Subpart 2.

A pilot who has not met the requirement specified above to maintain the rating but wishes to qualify for a further 13 months flying must either, pass a balloon test, or undertake the balance of the required ascents as PIC with a BBAC instructor. If the period since the last flight flown as Pilot-in-Command exceeds 4 years the pilot must apply to the CAA through the BBAC Senior Examiner for an assessment of the amount of dual and solo flying to be undertaken, and pass the skill test to revalidate a balloon rating in the licence.

### 3.9 **Additional Balloon or Hot-Air Airship Rating**

#### 3.9.1 **Addition of a Free Balloons Hot Air Filled Rating:**

The holder of a PPL(BA) wishing to add a Hot Air Filled Balloon Rating to the licence shall comply with the following requirements:

- a) Undergo 5 hours flying training on hot air filled balloons to include 3 ascents with a person entitled to give such training to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2;
- b) Undertake a supervised solo flight.
- c) Pass a Flight Test as detailed in Part II, Section 5, Part B, Subpart 2 in a hot air filled balloon conducted by CAA Authorised Examiner.
- d) Pass the Airmanship and Balloon Systems Ground Examination.

### 3.9.2 **Addition of a Free Balloons Gas Filled Rating:**

Ratings are available for netted gas balloons and netless gas balloons. Conversion training may be on either type.

The holder of a PPL(BA) wishing to add a Gas Filled Balloon Rating to the licence shall comply with the following requirements:

- a) Have achieved at least 50 hours experience as Pilot-in-Command of hot-air balloons.
- b) Undergo at least 10 hours flying training on gas filled balloons under the instruction of a BBAC Gas Balloon Instructor or CAA appointed Gas Balloon
- c) Examiner to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2 which must include not less than two ascents, one of which may be the flight test.
- d) Pass a Flight Test as detailed in Part II, Section 5, Part B, Subpart 2 in a gas balloon conducted by CAA Authorised Examiner.
- e) Pass the Airmanship and Aerostatics Ground Examination.

The holder of a gas balloon rating of one type (netted or netless) may add the other type (netted or netless) by:

- f) Passing an oral examination on the technical knowledge and operation and differences between netted and netless gas balloons conducted by the authorised examiner.
- g) Having a practical demonstration of the envelope rigging and operation of the valve prior to take-off.

### 3.9.3 **Addition of a Hot-Air Airship Rating (either Pressurised or Unpressurised):**

The holder of a PPL(BA) wishing to add a Hot-Air Airship Rating to the licence shall comply with the following requirements:

- a) Have achieved at least 5 hours experience as Pilot-in-Command of hot-air balloons.
- b) Undergo at least 5 hours flying training on a hot-air airship to include at least 3 hours dual instruction, and one supervised solo flight.
- c) Pass a Flight Test in a hot-air airship conducted by CAA Authorised Examiner, followed by a qualifying solo flight.
- d) Pass the Aircraft Technical examination conducted by the authorised examiner. This takes the form of an oral test on the technical differences between the hot-air balloon and the hot-air airship (either pressurised or unpressurised).

**NOTE:** Where both the pressurised and unpressurised ratings are required the requirements shall be complied with separately for both pressurised and unpressurised hot-air airships.

### 3.9.4 **Addition of a Gas Airship Rating:**

Requirements for the addition of a Gas Airship Rating have not yet been developed.

### 3.10 **UK Flight Radiotelephony Operator's Licence (FRTOL) Requirements**

Although an FRTOL is not a mandatory requirement for the issue of a UK PPL(BA), applicants who intend to operate radiotelephony equipment will require an FRTOL.

FRTOL requirements are contained in Section 6.

#### **4 UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5 Additional Information**

None.



## **Subpart 3      UK Private Pilot Licence for Gyroplanes – UK PPL(G)**

### **1      Applicability**

#### **1.1      Licence Validity**

The UK PPL(G) has a lifetime validity. For the privileges conferred by it to be exercised the pilot must have a current Part-MED Class 1, 2 or LAPL Medical Certificate or a NPPL medical Declaration and a valid Aircraft Rating.

### **2      Privileges**

There are no ICAO standards for gyroplanes. The PPL(G) does not benefit from ICAO recognition.

Details of licence privileges can be found in Schedule 7 of the Air Navigation Order, (please refer to Section 7, Part B). When a UK PPL(G) is issued, it will be endorsed with the following restriction:

The holder of this licence is not permitted to fly gyroplanes:

- a. out of sight of ground or water;
- b. by sole reference to instruments.

### **3      Requirements**

- 3.1 Prerequisites for Training
- 3.2 Application for Training
- 3.3 Training content
- 3.4 Application for Licence issue
- 3.5 General Flying Test
- 3.6 Exemptions:
- 3.7 Application Procedure
- 3.8 Certificate of Validity Revalidation
- 3.9 Certificate of Validity Renewal
- 3.10 Radio Operator's Licence
- 3.11 Flying Club Requirements
- 3.12 Carriage of Passengers
- 3.13 Gyroplane Differences Training
- 3.14 Allowable Credit For Time Spent On Wheel Balancing Exercises

#### **3.1      Prerequisites for Training**

The prerequisites for training are:

- Minimum age – there is no minimum age to start training however:
  - a student cannot fly solo until they are 16 years old;
  - a student cannot apply for the PPL(G) until they are 17 years old.
- Medical Requirements:

An applicant for a PPL(G) shall hold a valid NPPL medical declaration or a Part-MED Class 1, 2 or LAPL medical certificate. A student must hold a valid medical certificate or declaration when conducting solo flight training.

### 3.2 **Application for Training**

Application for training is made directly with an AFI(G) or an FI(G). For a complete list of contact numbers please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an AFI(G) or an FI(G) is at the discretion of that AFI(G) or FI(G).

### 3.3 **Training content**

The training syllabus for the PPL(G) is given in Appendix A of Standards Document 44.

#### **Initial training**

Except for training covered by any one of the exceptions set out in Notes 1, 2 or 3 below, all training given to a person prior to that person being granted a PPL(G) shall be undertaken in gyroplanes that are Type Approved by the CAA. For all parts of the PPL(G) syllabus other than solo flying, instruction shall be given in Type Approved gyroplanes with fully functional dual controls and the instructor seated at the second set of controls. The solo flying sections of the PPL(G) syllabus may be completed in gyroplanes having only one set of controls, which may be single seat Type Approved aircraft. Student pilots undertaking solo flying shall not carry passengers on such flights. Before flying a gyroplane of a different type, whether under training or after licence issue, a pilot shall complete differences training where applicable – see paragraph 3.12.

**NOTE 1:** Solo flying exercises contained in the PPL(G) syllabus may be carried out in a gyroplane (single or two seat) that is not Type Approved, subject to the following conditions:

- a) the gyroplane is wholly and solely owned by the student pilot and no valuable consideration is given or promised for its use for the flight or flights; and
- b) the gyroplane has a valid permit to fly issued by the CAA that does not include any condition, limitation or condition that would prohibit its use for the flight or flights; and
- c) there is no other mandatory restriction notified by the CAA, such as a Mandatory Permit Directive, whether specific or general in its applicability that would prohibit the use of the gyroplane for the flight or flights.
- d) before authorising any solo flight the instructor shall verify, by flying the aircraft that is to be used through the manoeuvres required for the PPL(G) General Flying Test, that the flying characteristics of the aircraft are normal for the type and are within the capabilities of the student taking into account the level of skill and experience of the student.

**NOTE 2:** Where an individual two seat, non-Type Approved gyroplane has a training permission that was issued by the CAA prior to 1 July 2012, the gyroplane may be used for dual instruction unless the permission is withdrawn, cancelled or revoked by the CAA.

**NOTE 3:** Permissions were issued by the CAA prior to 1 July 2012 to named individuals flying specifically identified single seat gyroplanes. These permissions allowed them to receive instruction that is not limited to the solo flying sections of the syllabus for the PPL(G). These permissions may be used until the named person is granted a PPL(G), unless the permission is withdrawn, cancelled or revoked by the CAA.

### Solo training

Before solo flying begins, at least the following exercises shall have been satisfactorily completed to solo standard on a two seat gyroplane and signed in the personal flying log of the student annotated "competent for solo" by an FI(G):

- Upper Air Work
- Advanced Rotor Management including Wheel Balancing
- Low Hops and High Hops
- Circuits, Take offs and Landings
- Emergency Procedures including Emergency Field Landings

### Skill Test

General Flying Tests for the grant of the PPL(G) shall be conducted using Type Approved gyroplanes with fully functional dual controls (or a gyroplane specified under Note 2 above), with the examiner occupying the seat that would be used by an instructor.

## 3.4 Application for Licence issue

### Requirements for Licence issue

The requirements for the issue of a Licence are:

- The completion of a course of training defined by the syllabus in Appendix A of Standards Document 44. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given. All training shall be suitably recorded by the instructing AFI(G) or FI(G). These records shall be held and retained by the AFI(G) or FI(G) as part of their training notes.
- Completion of a minimum of 40 hours of flight training (dual and solo) supervised by an authorised instructor in any flying machine. These flights must be recorded in a personal flying log detailing the syllabus and exercise numbers flown. A log can be maintained electronically but it must be printed out and signed by the owner/holder.
- Completion of a minimum of 15 hours of dual flying training in gyroplanes. This time may include the General Flying Test.
- Completion of a minimum of 10 hours of solo flying in gyroplanes including:
  - a minimum of 3 hours of cross country, defined as flight which takes the aircraft a straight line distance of more than 10 nautical miles from the departing airfield.
- Completion of a minimum of:
  - **Two cross country return flights** where a landing is made at an airfield different from the point of departure and the return flight is made to the departure airfield on the same day. The route taken to the destination airfield must be more than 25 nautical miles. Each cross country flight must follow a different route.
  - Alternatively a single cross country flight can consist of landings made at two different airfields and returning to the airfield of original departure, and the route taken to each airfield is more than 25 nautical miles.
  - The cross country flight requirements must have been completed within the 9 months preceding the application. These flights must be recorded on a form based upon the sample given in Appendix P of Standards Document 44.

- Crediting of experience:
  - The exercises “Wheel Balancing” and “Rotor Management” may only be counted up to a maximum of 2 hours for credit towards the flight time requirements for licence issue.
  - Training in an authorised gyro-glider, under the supervision of an AFI(G) or FI(G) can only be counted up to a maximum of 2 hours.
- Pass in the examination Gyroplane (Type) relevant to the gyroplane that is to be used for the General Flying Test. This test must have been completed within the 9 months preceding the application. The schedule for this test is given in Appendix F of Standards Document 44.
- Applicants for a PPL(G) shall demonstrate through the completion of a skill test the ability to perform, as PIC on gyroplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges granted. The General Flying Test, conducted by an FE(G) and according to the schedule given in Appendix G of Standards Document 44 and recorded in an appropriate manner. This test must have been completed within the 9 months preceding the application and within 6 months of the completion of the training.
- Passes in the theoretical elements within the 24 months preceding the application.
- The following exam should be passed prior to solo flight:
  - Aviation Law, Flight Rules and Procedures.
- The following exams should be passed prior to qualifying cross country flight:
  - Human Performance and Limitations;
  - Navigation;
  - Meteorology.
- The following exam should be passed prior to the General Flying Test:
  - Gyroplane Technical.

### 3.5 **General Flying Test**

An applicant for a skill test for the PPL(G) shall have received instruction on the same type of gyroplane to be used in the test. The General Flying Test is a flight conducted under the supervision of an FE(G). The General flying Test for the initial issue of a PPL(G) shall be conducted in a gyroplane with a minimum of two seats and with functioning dual controls fitted with the examiner occupying the seat that would be used by an instructor.

An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

The schedule for the General Flying Test is given in Appendix G of Standards Document 44.

#### **Conduct of the Test**

Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE(G)), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE(G), only those sections not completed shall be tested in a further flight.

At the discretion of the FE(G), any manoeuvre or procedure of the test may be repeated once by the applicant. The FE(G) may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

An applicant shall indicate to the FE(G) the checks and duties carried out. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

The FE(G) 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.

An applicant may not take the General Flying Test until:

- the applicant for a general flying test shall be recommended for the test by the person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

### 3.6

#### **Credits:**

##### **Credits for non-UK gyroplane Licence holders**

Where a holder of a non-UK gyroplane Licence seeks to obtain a UK gyroplane Licence, application for credits for previous experience should be made to the BRA providing details of the current Licence, the syllabus or training used to obtain the Licence and the personal flying logs showing the flying experience in gyroplanes. The holder must ensure that they fulfill the requirements above and they are advised to consult with an FI(G). A letter of recommendation from the FI(G) would be useful to support the application. Any additional training determined by the BRA must be completed prior to conducting the GFT for UK PPL(G) issue.

##### **Credits for existing pilot's Licence (non gyroplane) holders**

Where an applicant holds an existing current and valid pilot's Licence where ground examinations of the theoretical subjects were required to obtain that Licence and the standard of the ground examination was of an equivalent or higher level, the ground examination shall be credited.

Holders of a UK issued pilots licence in a different category of aircraft may be credited with, up to a maximum of 15 hours flying experience towards the PPL(G) training requirements.

Non UK pilot licence holders seeking credit for theoretical exams undertaken in another state must provide satisfactory evidence of exam equivalence.

##### **Instructional hours gained in other countries**

Where an applicant has completed instructional hours on gyroplanes in other countries they may be credited towards the grant of a PPL(G) provided:

- they are logged in a personal flying log, annotated with the syllabus and exercise numbers and signed by a qualified instructor in that country;

- the exercises can be cross referenced to corresponding exercises in the UK PPL(G) Syllabus given in Appendix A of Standards Document 44.

For each exercise logged as completed in another country, the applicant must demonstrate that they have attained the level of skill for each Specific Flying Objective specified for that exercise in the full PPL(G) syllabus to a UK AFI(G) or FI(G) who will sign the personal flying log to this effect.

### 3.7 Application Procedure

Application is made on form SRG 2101 which is included as Appendix L of Standards Document 44. Details of where to submit the form and supporting documentation are included on the form.

#### Validity of Licence

The UK PPL(G) is issued with a lifetime validity but for the privileges conferred by it to be exercised, the holder must have at all times:

- a current medical certificate or medical declaration (see below);
- a valid aircraft rating for the aircraft that the holder is going to fly (see below);
- a valid "seat" rating for the aircraft that the holder is going to fly (see below);
- a current certificate of validity (see below).

The holder must not carry any passenger, except an AFI(G) or FI(G), unless within the preceding 90 days the holder has made 3 successful take offs and 3 successful landings as the sole manipulator of the controls in a gyroplane of the same type.

#### Valid aircraft rating

When granted a Licence, it is only valid for the particular type of gyroplane that was used for the General Flying Test and as recorded in the licence holders personal flying log. In order to exercise the privileges to fly a different type of gyroplane an aircraft rating must be added to the personal flying log of the pilot. The requirements for this endorsement are:

- Before the aircraft is flown a suitable briefing must be obtained from an AFI(G) or FI(G) who holds an aircraft rating for that type. A recommended scope of the briefing is given in Appendix N.
- Student must receive differences training as set out in 3.13.
- Where a pilot wishes to fly a gyroplane of a different type and there is no instructor with experience on that type, the differences training should be provided by a pilot qualified on that type, under the supervision of an instructor. The log (see below) must be endorsed by the instructor.
- The aircraft must be flown under the supervision of the instructor until the pilot can demonstrate the level of competence required to pass the General Flying Test. This is given in the schedule in Appendix G.
- The pilot must demonstrate satisfactory knowledge of the aircraft in terms of performance and daily inspection to the level required to pass the gyroplane (type) examination. This is given in Appendix F.
- The aircraft rating shall be recorded as "Aircraft Rating <type>" entered alongside the record of the qualifying flight in the personal flying log of the holder, signed by the instructor conducting the training annotated with their approval number.

**NOTE:** MPD 2005-008 prohibits flight in single-seat gyroplanes that have a cockpit nacelle and a thrustline to centre of gravity offset of more than 2 inches by pilots who have less than 50 hours solo flying since obtaining their PPL(G).

### 3.8 **Certificate of Validity**

After 17 September 2012, the initial issue of a gyroplane licence will have the rating valid for 24 months. The revalidation and renewal process for gyroplane ratings will be aligned with the current PPL(A) JAR/EASA procedures. Part of this process will involve the examiner signing the ratings validity page in the applicants licence and not a Certificate of experience entry in the logbook.

#### 3.8.1 **Revalidation**

“The administrative action taken within the period of validity of a rating that allows the holder to continue to exercise the privileges for a further specified period consequent upon the fulfilment of specified requirements”

There are two methods of revalidating a rating:

##### a) **Revalidation by Proficiency check**

The rating may be revalidated by passing an aircraft rating revalidation flight test with a UK gyroplane Flight Examiner (FE(G)). If completed within the three months preceding the expiry date of the current rating, no loss of rating validity will be incurred- the new rating expiry date will be calculated from the preceding expiry date, not from the date of the proficiency check.

If the test is completed more than three months in advance of the expiry date of the rating, a new rating expiry date will be calculated from the date of the test.

##### b) **Revalidation by flying experience**

A gyroplane class rating can be revalidated by flying experience by producing logbook evidence to a gyroplane examiner, before the rating expiry date has passed, of the following flying experience completed within the 12 months preceding the rating expiry date.

**12 hours** of flight time in a gyroplane to include:

- i) **6 hours** as pilot in command; and
- ii) **12** take-offs and landings; and
- iii) a “training flight” of at least 1 hour duration with an FI(G) who must countersign the appropriate logbook entry.

##### **The Training Flight**

The FI should make the purpose of the training flight clear at the outset. His function is to ascertain the applicant’s knowledge and skills, interjecting if necessary to improve on these. If the primary purpose of the flight was for some other training then the FI must select suitable items of general handling and brief how these will fit into the profile for the purpose of maintaining the applicant’s knowledge and skills.

When the aims have been achieved the FI will sign the applicant’s logbook, append his/her licence number and identify the “Training flight”.

##### **Transitional Procedures**

Current licence holders, pre 17 September 2012, have been able to revalidate by experience, i.e. 5 hrs flying experience every 13 months with a revalidation signature being placed in the logbook.

Such applicants who wish to revalidate by experience after the 17 September 2012 may do so once.

The examiner will complete an entry into the ratings page of the licence and will annotate the validity period of 24 months not 13 months.

The next time the rating is to be renewed or revalidated it is to be done in accordance with the process, listed in this document, which comes into effect on 17 September 2012.

### 3.8.2 **Renewal**

Renewal means:

“The administrative action taken after a rating has lapsed that renews the privileges of the rating for a further specified period consequent upon the fulfilment of specified requirements”

#### **Certificate of Validity Renewal**

THE RENEWAL REQUIREMENTS ARE DEPENDENT ON THE AMOUNT OF TIME WHICH HAS ELAPSED SINCE THE RATING LAPSED.

#### **Where a certificate of validity has expired for a period not exceeding 24 months:**

An applicant who wishes to renew his aircraft rating for a further 24 months shall pass the Aircraft rating revalidation flight test. The flight test will require the applicant to demonstrate that he/she is competent to fly the gyroplane as PIC and includes the following items:

all maneuvers used in normal flight, including take-off and landing and simulated forced landing.

#### **Where a certificate of validity has expired for a period exceeding 24 months but not more than 5 years since having flown as PIC in a gyroplane:**

Complete the following training syllabus, which must be completed within the 9 month period preceding the date of issue of the rating:

- a) **Ground** Discussion of changes to regulations, procedures etc. introduced since the last flight as PIC and revision of the Aviation Law and flight rules and procedures syllabus for the PPL. Revision of the Human Performance and Limitations syllabus.
- b) **Flight** At least one hours training including circuits landings and ground handling to include a “power-off” approach and landing to touchdown to a selected area under the direction of the FI. On completion of the training syllabus the flight test with an FE(G) consisting of one flight in a gyroplane of the appropriate type to include:
  - i) a general flight test to cover all items in the flight test for the initial issue of the aircraft rating; and
  - ii) a cross-country flight to an aerodrome at least 30 minutes flying time from the aerodrome of departure, a circuit and landing at the destination, and a return flight to the aerodrome of departure, the preparation (flight planning) for each leg will form part of this test.

#### **Where a certificate of validity has expired for a period exceeding 5 years since having flown as PIC in a gyroplane:**

The applicant must apply to the CAA, through the BRA, for an assessment of the training and subsequent testing required for the renewal of the aircraft rating.



When the applicant has successfully renewed or revalidated his rating the FE(G) will then complete form SRG/1119 and complete the ratings page of the applicants licence. The SRG/1119 form is to be sent to Gatwick. The CAA will charge no fee provided that the examiner signs the certificate.

### 3.9 **Radio Operator's Licence**

All pilots are encouraged to have and use the radio telephony equipment in their gyroplane. In order to use the equipment it is necessary for the pilot to obtain a Flight RadioTelephony Operator's Licence (FRTOL). Refer to Section 6 of CAP 804.

### 3.10 **Flying Club Requirements**

The instructor and the student must be a member of the same flying club and the aircraft must be operated under arrangements entered into with the flying club.

#### **Use of aircraft for training**

Restrictions apply when an aircraft issued with a Permit to Fly (rather than a Certificate of Airworthiness) is used for flight training.

The conditions that apply are set out in AIC 001/2011.

The aircraft that may be used for training are set out in paragraph 3.3.

#### **Exceptions**

A gyroplane may have a restriction on its use for training, rendering it unsuitable for training unless a certain level of gyroplane experience has been attained by the pilot.

#### **Use of airfield for training**

Training can be undertaken at any Licensed or unlicensed airfield. Where training is operating from an unlicensed airfield, the guidelines given in CAP 793 – Safe Operating Practices at Unlicensed Aerodromes should be adhered to.

### 3.11 **Carriage of Passengers**

A passenger is any person other than the pilot or a pilot under instruction.

The holder of a PPL(G) shall not act as PIC of a gyroplane carrying passengers unless within the preceding 90 days that person has made 3 take-offs and 3 landings as the sole manipulator of the controls in a gyroplane of the same type.

### 3.12 **Gyroplane Differences Training**

Pilots who wish to fly a gyroplane of a different type from that which they received training on, shall receive appropriate differences training from a gyroplane assistant flight instructor or flight instructor and have their log book endorsed by the instructor.

In the case of single seat gyroplanes, arrangements shall be made with an instructor for the differences to be covered and where necessary a flight demonstration by the pilot to confirm his competency; a log endorsement shall be made. The formal requirement for differences training was introduced as a consequence of Safety Recommendations from the Air Accidents Investigation Branch following a number of gyroplane accidents. Presently there is only one gyroplane class – single piston engine gyroplane. All UK registered gyroplanes are members of this class. Each type within this class is a variant of the class, but this does not reflect the marked differences that are manifest between them.

Certain gyroplanes have more demanding handling qualities and require a greater period of differences training. The minimum period of differences training (in hours) may be found from the table below. Time spent on wheel balancing exercises shall not be counted as differences training.

**NOTE:** MPD 2005-008 prohibits flight in single-seat gyroplanes that have a cockpit nacelle and a thrustline to centre of gravity offset of more than 2 inches by pilots who have less than 50 hours solo flying since obtaining their PPL(G).

GYROPLANE MINIMUM DIFFERENCES TRAINING HOURS								
			Converting to:					
			Not Listed:			Listed:		
			Tandem 2 Seat	Side-by-side 2 Seat	Single Seat	Tandem 2 Seat	Side-by-side 2 Seat	Single Seat
Converting from	Not listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
	Listed	Tandem 2 seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
LISTED GYROPLANES								
Any single seat gyroplane with a cockpit nacelle and a thrust line / c.g. offset of more than 2 inches - refer to MPD 2005-008.								
RAF 2000								

Where a pilot wishes to fly a single seat gyroplane of a different type and there is no instructor with experience on that type, the difference training should be provided by a pilot qualified on the type, under the supervision of an instructor. The log must be endorsed by the instructor.

Where a student undertaking training for the PPL(G) converts from one gyroplane type to another during the training course, the differences training requirement must be added to the PPL(G) training requirement.

### 3.13 Allowable Credit For Time Spent On Wheel Balancing Exercises

During "wheel balancing" a gyroplane is partially supported by the undercarriage and partially rotor borne. The Air Navigation Order definition of being in flight stipulates that, for piloted aircraft, a flight begins "when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power...." When a student is carrying out wheel balancing there is no intent to take off, and therefore the aircraft is not considered to be in flight, even if it does become entirely supported by the rotor for any period during the wheel balancing activity. However, in recognition of the value of wheel balancing as a flying training exercise, up to 2 hours of such training may be counted towards the experience requirements for the PPL(G). Time spent on wheel balancing shall not be counted as differences training. This acceptance of wheel balancing as experience is subject to compliance with the following conditions:

- The wheel balancing will be the sole activity carried out during the period to be claimed as wheel balancing against the experience requirements. Short hops and other training activities for which becoming airborne is necessary, and therefore intended from the outset, may be logged as flight time;
- Entries in the log for "wheel balancing" must be annotated clearly as "wheel balancing" and not as flight time. Wherever possible the wheel balancing time should be recorded in a different column to that used to record flight time.

## **4 UK Interpretive and Explanatory Material**

UK interpretive and explanatory material published by the CAA may be found in Standards Document 44.

## **5 Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Subpart 4      UK Private Pilot Licence for Helicopters – UK PPL(H)**

### **1      Applicability**

The holder of a UK PPL(H) may exercise the privileges of the licence to fly non-EASA helicopters registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### **2      Privileges**

The privileges and conditions of the UK PPL(H) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B:

### **3      Requirements**

An applicant for the UK PPL(H) shall comply with the Part-FCL requirements for the PPL(H) as listed in CAP 804, Section 4, Part C, Subpart 2 or hold a Part-FCL PPL(H).

Applicants for and holders of the UK PPL(H) shall hold a valid Part-MED Class 1 or Class 2 medical certificate.

**EASA helicopters** The UK PPL(H) is not a valid licence for EASA Helicopters.

### **4      UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### **5      Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Subpart 5      UK Private Pilot Licence for Unmanned Aircraft – UK PPL(UA)**

### **1          Applicability**

This licence is not yet available.

### **2          Privileges**

To be advised.

### **3          Requirements**

To be advised.

### **4          UK Interpretive and Explanatory Material (IEM)**

None.

### **5          Additional Information**

UK legislation does not yet make provision for this licence.

INTENTIONALLY LEFT BLANK



## **Part C                    UK Commercial Pilot Licence (CPL) Aeroplanes, Balloons, Gyroplanes, Helicopters, Unmanned Aircraft and Airships**

### **Subpart 1            UK Commercial Pilot Licence for Aeroplanes – UK CPL(A)**

#### **1            Applicability**

The holder of a UK CPL(A) may exercise the privileges of the licence to fly non-EASA aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

The same privileges of the licence may be exercised to fly EASA aeroplanes registered in the UK until 8 April 2014; and until 8 April 2018 with the privileges restricted to those of the LAPL(A).

#### **2            Privileges**

The privileges and conditions of the UK CPL(A) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

#### **3            Requirements**

An applicant for the UK CPL(A) either shall comply with the Part-FCL requirements for CPL(A) as listed in CAP 804, Section 4, Part D, Subpart 1 or hold a Part-FCL CPL(A) or ATPL(A):

Applicants for and holders of the UK CPL(A) shall hold a valid Part-MED Class 1 medical certificate.

**NOTE:** Article 62(5) of the ANO renders the EASA CPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes. Consequently a pilot who holds a Part-FCL CPL(A) does not require a UK CPL(A) unless they need to exercise the privileges of a rating that cannot be included in the Part-FCL licence; e.g. a type rating for a non-EASA aeroplane.

#### **4            UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5            Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Subpart 2      **UK Commercial Pilot Licence for Balloons – UK CPL(B)**

### **1      Applicability**

The holder of a UK CPL(B) may exercise the privileges of the licence to fly non-EASA balloons registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

The same privileges of the licence may be exercised to fly EASA balloons registered in the UK until 8 April 2018.

### **2      Privileges**

The privileges and conditions of the UK CPL(B) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B:

**NOTE:** Article 62(5) of the ANO renders the EASA BPL to be a valid licence with the same privileges for non-EASA Balloons. Consequently a pilot who holds a Part-FCL BPL without restriction as described in FCL.205.B(b) does not require a UK CPL(B) unless they need to exercise the privileges of a rating that cannot be included in the Part-FCL licence; e.g. a Class or Group rating for a non-EASA Balloon.

### **3      Requirements**

An applicant for a CPL(B) shall hold a Part-FCL BPL without restriction, or comply with the following:

- 3.1      UK CPL(B) General Information
- 3.2      UK CPL(B) Flying Experience Requirements
- 3.3      UK CPL(B) General Flight Test Requirements
- 3.4      UK CPL(B) Theoretical Knowledge Examination Requirements
- 3.5      UK CPL(B) Aircraft Rating Requirements
- 3.6      UK Flight Radiotelephony Operator's Licence (FRTOL) Requirements
- 3.7      UK CPL(B) Medical Requirements

#### **3.1      UK CPL(B) General Information**

##### **3.1.1      Minimum age**

The minimum age for the grant of a UK CPL(B) is 18 years, but some of the required qualifications for the grant of the licence may be gained earlier. Applicants should ensure that any qualifications gained earlier will still be valid at the time they plan to apply for the grant of the licence. The validity periods of training, examinations and flight tests are covered in this subpart.

##### **3.1.2      Licence validity**

The UK CPL(B) has a lifetime validity.

### 3.1.3 **Non-UK licence holders**

Any credits or exemptions against training for holders of a non-UK Pilot's Licence or equivalent privileges issued in accordance with ICAO Annex 1 for Balloons are indicated at the relevant section.

Where credit is to be claimed for a non-UK Pilot's Licence or equivalent issued in accordance with ICAO Annex 1, a verification statement from the issuing authority of the ICAO State that issued it confirming the details of the licence must be included with the application submitted to the CAA.

Applicants for conversion to a UK CPL(B) must hold a valid Medical Certificate or medical declaration (see 3.7).

## 3.2 **UK CPL(B) Flying Experience Requirements**

### 3.2.1 **CPL(B) (Restricted privileges)**

An applicant for a CPL(B) with privileges restricted to aerial work and private flying must have completed at least 35 hours flight time as pilot of balloons including the requirements of 3.2.1 a) and b) below.

- a) 15 hours of instruction in flying as pilot of balloons, including:
  - i) 4 free flights, one of which must be an ascent to at least 5000 ft above the elevation of the place of departure;
  - ii) 2 tethered flights.
- b) 20 hours as PIC, including:
  - i) 16 free flights, including one cross-country flight with a landing made at a place not less than 20 km from the point of departure;
  - ii) 2 tethered flights.

**NOTES: 1** The candidate must hold a PPL(B and As) licence before completing the PIC requirement.

**2** A free flight means a flight in a free balloon of at least 5 minutes.

**3** A tethered flight means a flight in a captive balloon of at least 5 minutes.

**4** The instructional hours at 3.2.1 (a) must be to a syllabus recognised by the CAA and conducted by a person approved by the CAA for the purpose.

### 3.2.2 **UK CPL(B) (Unrestricted Privileges)**

An applicant for a CPL(B) must have a minimum of:

- a) 75 hours as pilot of balloons, including the experience requirements of 3.2.1 a) and b); and;
- b) 60 hours as PIC of balloons.

## 3.3 **UK CPL(B) General Flight Test Requirements**

Unless credited the skill test as detailed below, applicants for a CPL(B) shall pass a General Flight Test (GFT), conducted by an examiner authorised for the purpose by the CAA, in the first type of balloon to be included in the Aircraft Rating of the licence.

The details of the GFT are given in Part II to CAP 804, Section 5, Part C, Subpart 2, Appendix 1.

**NOTE:** Credit for GFT – Holders of a professional balloon pilot's licence issued by another ICAO Contracting State who are in regular flying practice and meet the experience requirements given in 3.2, are credited the GFT for a period of 12 months from the date when they last exercised the professional pilot privileges of their non-UK licence as PIC.

However, candidates qualifying for such a credit must pass an appropriate aircraft rating flight test with a CAA Flight Examiner (3.2 and 5 – Additional Information, Appendix 1).

### 3.4 **UK CPL(B) Theoretical Knowledge Examination Requirements**

3.4.1 Unless qualifying for credits as detailed below, applicants for a UK CPL(B) shall to pass Theoretical Knowledge examinations in:

1. Aviation Law, Flight Rules and Procedures
2. Human Performance and Limitations
3. Navigation
4. Meteorology
5. Aircraft (General) Balloons

The syllabus for the examinations is given in Part II to CAP 804, Section 5, Part C, Subpart 2, Appendix 2.

### 3.4.2 **Credit for Theoretical Knowledge Examinations**

3.4.2.1 The holder of a valid UK or Part-FCL professional pilot's licence is credited with passes in the following subjects:

1. Aviation Law, Flight Rules and Procedures
2. Navigation
3. Meteorology
4. Human Performance and Limitations (if already passed).

3.4.2.2 The holder of a valid professional pilot's licence (Balloons) issued by another ICAO Contracting State who can show that he was examined to CPL(A), CPL(H) or higher standard will be credited with passes in the following subjects:

1. Navigation
2. Meteorology

**NOTE:** Failure to pass any of the required papers in a maximum of four attempts will lead to withdrawal of any ground examination credits that have been granted on the basis of a non-UK licence.

### 3.4.3 **Examination Conditions**

A candidate shall pass all Theoretical Knowledge examination papers within a period of eighteen months from the end of the calendar month when an initial sitting took place.

A maximum of 6 sittings is allowed to complete the group with a maximum of 4 attempts per paper. The candidate may attempt the papers in any order and may opt for a schedule to meet their own training requirements.

### 3.4.4 **Examination arrangements**

Written examinations for the CPL(B) are conducted by the CAA at an examination centre. Details of examination dates and closing dates for applications to take the examinations are published in Aeronautical Information Circulars (AICs).

The examination in Aircraft (Type) may take the form of an oral test conducted by the authorised examiner who carries out the Aircraft Rating flight test.

### 3.4.5 **Examination Validity**

The Theoretical Knowledge examinations are valid for licence issue for a period of **36 months** from the final pass.

### 3.5 **UK CPL(B) Aircraft Rating Requirements**

The privileges of a professional pilot's licence may be exercised only in aircraft specified in the Aircraft Rating included in the licence and in respect of which the licence contains a valid Certificate of Test (C of T) or Certificate of Experience (C of E).

Details of the aircraft rating syllabi are contained in Part II to CAP 804, Section 5, Part C, Subpart 2, Appendix 3.

### 3.6 **UK Flight Radiotelephony Operator's Licence (FRTOL) Requirements**

Pilots who intend to operate RadioTelephony equipment will require an FRTOL (CAP 804, Section 6 refers).

### 3.7 **UK CPL(B) Medical Requirements**

An applicant for a UK CPL(B) restricted licence (aerial work) shall hold a valid National PPL medical declaration or Part-MED Class 1 or 2 or LAPL medical certificate.

An applicant for a UK CPL(B) unrestricted licence shall hold a valid Part-MED Class 1 or 2 medical certificate.

Applicants are strongly advised to ensure that they meet the appropriate medical standard before embarking on a course of training. For full details please refer to the CAA web site [www.caa.co.uk/medical](http://www.caa.co.uk/medical).

## 4 **UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

## 5 **Additional Information**

None.

## **Subpart 3      UK Commercial Pilot Licence for Gyroplanes – UK CPL(G)**

Reserved – To be developed.

INTENTIONALLY LEFT BLANK



## **Subpart 4      UK Commercial Pilot Licence for Helicopters – UK CPL(H)**

### **1      Applicability**

The holder of a UK CPL(H) may exercise the privileges of the licence to fly non-EASA Helicopters registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### **2      Privileges**

The privileges and conditions of the UK CPL(H) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

### **3      Requirements**

An applicant for the UK CPL(H) shall comply with the Part-FCL requirements for a CPL(H) as listed in CAP 804, Section 4, Part D, Subpart 2 or hold a Part-FCL CPL(H) or ATPL(H).

Applicants for and holders of the UK CPL(H) shall hold a valid Part-MED Class 1 medical certificate.

**EASA Helicopters** The UK CPL(H) is not a valid licence for EASA Helicopters.

### **4      UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### **5      Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Subpart 5      UK Commercial Pilot Licence for Unmanned Aircraft – UK CPL (UA)**

### **1          Applicability**

This licence is not yet available.

### **2          Privileges**

To be advised.

### **3          Requirements**

To be advised.

### **4          UK Interpretive and Explanatory Material (IEM)**

None.

### **5          Additional Information**

UK legislation does not yet make provision for this licence.

INTENTIONALLY LEFT BLANK

## **Subpart 6      UK Commercial Pilot Licence for Airships – UK CPL(As)**

### **1      Applicability**

The holder of a UK CPL(As) may exercise the privileges of the licence to fly non-EASA airships registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

The same privileges of the licence may be exercised to fly EASA airships registered in the UK until 8 April 2015.

### **2      Privileges**

The privileges and conditions of the UK CPL (As) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

### **3      Requirements**

An applicant for the UK CPL(As) shall comply with the Part-FCL requirements for the CPL(As) as listed in CAP 804, Section 4, Part D, Subpart 1 or hold a Part-FCL CPL(As).

Applicants for and holders of the CPL(As) shall hold a Part-MED Class 1 medical certificate.

**Non-EASA Airships** Article 62 of the ANO renders the EASA CPL(As) to be a valid licence with the same privileges for non-EASA Airships. Consequently a pilot who holds a Part-FCL CPL(As) does not require a UK CPL(As) unless they need to exercise the privileges of a rating that cannot be included in the Part-FCL licence; e.g. a type rating for a non-EASA Airship.

### **4      UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### **5      Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Part D                    UK Airline Transport Pilot Licence (ATPL) Aeroplanes**

### **Subpart 1            UK Airline Transport Pilot Licence for Aeroplanes – UK ATPL(A)**

#### **1            Applicability**

The holder of a UK ATPL(A) may exercise the privileges of the licence to fly non-EASA aeroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

The same privileges of the licence may be exercised to fly EASA aeroplanes registered in the UK until 8 April 2014; and until 8 April 2018 with the privileges restricted to those of the LAPL(A).

#### **2            Privileges**

The privileges and conditions of the UK ATPL (A) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

#### **3            Requirements**

An applicant for the UK ATPL(A) shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part F, Subpart 1 or hold a valid Part-FCL ATPL(A).

Applicants for and holders of the UK ATPL(A) shall hold a valid Part-MED Class 1 medical certificate.

**Non-EASA aeroplanes** Article 62 of the ANO renders the EASA ATPL(A) to be a valid licence with the same privileges for non-EASA aeroplanes. Consequently a pilot who holds a Part-FCL ATPL(A) does not require a UK ATPL(A) unless they need to exercise the privileges of a rating that cannot be included in the Part-FCL licence; e.g. a type rating for a non-EASA aeroplane.

#### **4            UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5            Additional Information**

None.

INTENTIONALLY LEFT BLANK



## **Subpart 2      UK Airline Transport Pilot Licence for Helicopters – UK ATPL(H)**

### **1      Applicability**

The holder of a UK ATPL(H) may exercise the privileges of the licence to fly non-EASA helicopters registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

### **2      Privileges**

The privileges and conditions of the UK ATPL(H) are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

### **3      Requirements**

An applicant for the UK ATPL(H) shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part F, Subpart 2 or hold a Part-FCL ATPL(H).

Applicants for and holders of the UK ATPL(H) shall hold a valid Part-MED Class 1 medical certificate.

**EASA helicopters** The UK ATPL(H) is not a valid licence for EASA Helicopters.

### **4      UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### **5      Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Part E            The UK Instrument Meteorological Conditions Rating for Aeroplanes – UK (IMC) (endorsed as IR(Restricted) on Part-FCL licences)**

### **1            Applicability**

The IMC Rating is a national rating and can only be endorsed onto a UK aeroplane licence. When training for the issue of a UK Instrument Meteorological Conditions (IMC) Rating a syllabus recognised by the Civil Aviation Authority must be followed. Training for the IMC rating is permitted outside the UK provided that the flying training is conducted by an organisation that is approved by the UK Civil Aviation Authority for such purposes. Instruction on the course may only be given by an IRI or by an FI who is qualified to teach applied instrument flying.

In agreement with EASA, UK JAA and National licences which contained the UK IMC rating for Aeroplanes issued prior to 8 April 2014 that are converted to EASA licences will retain IMC privileges. On a Part-FCL licence the UK (IMC) appears as IR (Restricted). The revalidation/renewal requirements of the IMC Rating shall apply to all IR (Restricted) Ratings.

An IMC rating can continue to be added to a UK (non-JAR, non Part-FCL) PPL(A), CPL(A) or ATPL(A) for use in non-EASA aeroplanes.

The IMC rating can be added to a UK issued Part-FCL PPL(A), CPL(A) or ATPL(A) in the form of an Instrument rating with restriction (IR(R)) until at least 8th April 2017, and potentially 8th April 2019. The IR(R) may be used in EASA aeroplanes and non-EASA aeroplanes within the UK.

The IMC rating cannot be added to the NPPL(A). The Instrument Rating with restriction cannot be added to the LAPL(A). The applicant for, or holder of the IMC rating or IR(R) must hold a PPL(A) or higher aeroplane licence.

### **2            Privileges**

The IMC rating privileges are defined in Schedule 7 of the Air Navigation Order (2009) (please also refer to Section 7, Part B).

The privileges of the IR(R) are those of the Instrument Rating (Restricted) as follows:

- (i) the holder of the IR(R) must not fly as pilot in command or co-pilot of an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the instrument flight rules;
- (ii) the holder of the IR(R) must not fly as pilot in command or co-pilot of an aeroplane on a special visual flight rules flight in a control zone in a flight visibility of less than 3 km;
- (iii) the holder of the IR(R) must not fly as pilot in command or co-pilot of an aeroplane when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1800 metres;

- (iv) the holder of the IR(R) must not fly as pilot in command or co-pilot of an aeroplane outside the airspace of the United Kingdom in circumstances which require compliance with the instrument flight rules.

These privileges are equivalent to those of the IMC rating.

The privileges of the IMC Rating / IR (Restricted) on a Part-FCL licence may be exercised within the UK. The IMC Rating / IR (Restricted) may not be used in the airspace of any other Country unless permission to do so has been given by the appropriate authority of that Country.

A multi-pilot IR(A) rating does not include IMC rating privileges for single pilot aeroplanes.

### 3 Requirements

An applicant for an IMC Rating / IR (Restricted) shall comply with the following requirements:

- 3.1 Flying Training/Experience Requirements
- 3.2 Theoretical Knowledge Examinations
- 3.3 Flight Tests
- 3.4 Rating Approach Types
- 3.5 Rating Revalidation and Renewal

#### 3.1 Flying Training/Experience Requirements

When applying for an IMC Rating / IR (Restricted) applicants must produce logbook evidence of having met the following flying experience requirements:

##### a) Experience

- i) **25 hours** total experience as pilot of aeroplanes following PPL(A) or NPPL(A) (SSEA) issue. In the case of a PPL(A) holder this may include the training for the IMC Rating/IR (Restricted) .
- ii) **10 hours** as Pilot in Command of aeroplanes to including **5 hours** as Pilot in Command of aeroplanes on cross-country flights.

Note: An IMCR/ IR(R) cannot be endorsed on an NPPL(A) or LAPL(A).

##### b) IMC Rating / IR (Restricted) Training

At least **15 hours** as Pilot under Training in instrument flying with an instructor in a dual controlled aeroplane. Up to 5 hours of this training may be completed in an EASA-STD device qualified BITD, FNPT I, FNPT II, up to 2 hours of which may be in other FSTDs recognised by the Authority.

This training in instrument flying shall include at least **10 hours** of flying by sole reference to instruments (during the IMC course).

Where an applicant wishes to be tested for the IMC Rating / IR (Restricted) on a single-pilot multi-engine aeroplane the flying training must ensure that when in simulated instrument flight conditions in a multi engine aeroplane the applicant can maintain stable flight after an engine failure at climb power, then climb at the recommended speed and then execute the normal range of flight manoeuvres under asymmetric power.

##### c) Requirement for a Flight Radiotelephony Operator's Licence

Applicants for the IMC Rating must hold a valid UK issued FRTOL. Details on how to obtain the FRTOL can be found in Section 6.

### 3.2 Theoretical Knowledge Examinations

Unless credited as detailed below, applicants shall pass a written theoretical knowledge examination covering subjects drawn from the IMC Rating course syllabus and the PPL(A) syllabus including questions on the planning and execution of a typical flight under IFR outside controlled airspace. The syllabus may be found in Part II of CAP 804, Section 5, Part E. The pass mark for the IMC Theoretical Knowledge Examination is 75%.

### 3.3 Flight Test

Unless credited as detailed below, an applicant for the rating must complete the required training before taking a Flight Test conducted by an Examiner authorised by the CAA. The test includes full and limited panel instrument flying, use of radio navigation aids whilst flying by sole reference to instruments, instrument approach procedures, bad weather circuits and landings. In the case of a multi-engine aeroplane it includes flight with asymmetric power. Detailed contents of the test are in Part II of CAP 804, Section 5, Part E.

Skill Tests, revalidation and renewal Flight Tests may be completed in more than one flight but not more than three (including any extra flight required to test limited panel items, where applicable) and must be completed in a period of 28 days.

Failure in any part of the test/check will require the applicant to take the full test/check again. Where an applicant chooses not to continue with a test/check for reasons considered inadequate by the examiner, that test/check will be regarded as a failure.

There is no limit on the number of cycles of attempts that can be made to pass the flight test/check.

If the Skill Test for initial issue of the rating is conducted in an aeroplane without a separate turn coordinator or turn needle then the limited panel items will be carried out using the standby AI. In this case, applicants must have satisfactorily completed the limited panel items of the test schedule, (i.e. without gyro attitude and heading instruments) in an appropriately equipped aeroplane or FNPT ii within the 6 months preceding the skill test, with an FIE, IRE, CRE with IRR privileges or FE PPL with IMC privileges, and have a signed certificate in their log book to this effect.

Alternatively this flight may be conducted as part of one of the three allowable test flights.

#### 3.3.1 Validities

The Skill Test and Theoretical Knowledge Examination required for the inclusion of an IMC Rating / IR (Restricted) in an aeroplane pilot licence must be completed (and application for the rating submitted) within the time period shown below:

Theoretical Knowledge Examination: **12 months validity** for the conduct of a Skill Test and 21 months for the issue of the rating.

Skill Test: **9 months validity** for the issue of the rating.

**The IMC Rating / IR (Restricted) is valid for a period of 25 months after the last day of the month in which the test was successfully passed.**

#### 3.3.2 Credits

An applicant who has held an ICAO IR(A) or military green aeroplane Instrument Rating or a UK professional pilots licence aeroplanes within the 10 years before the date of application for the IMC Rating is not required to undergo a course of flight or ground training but must pass the Theoretical Knowledge examination and initial IMC Rating / IR (Restricted) Skill Test.

An applicant who has held a military amber or white aeroplane Instrument Rating is required to complete discretionary IMC training to cover the IMC syllabus, and to pass the initial IMC Rating / IR (Restricted) Skill Test and Theoretical Knowledge Examination.

An applicant who has held an ICAO IR(A) or military green aeroplane Instrument Rating or a UK professional pilot licence aeroplanes or a valid Aircraft Owners and Pilots Association (AOPA) Ground Instructors Certificate within the 5 years before the date of application for the IMC Rating / IR (Restricted) will be credited with a pass in the Theoretical Knowledge Examination.

An applicant who holds an ICAO IR(A) or military green Instrument Rating (Aeroplanes) and has passed a single-pilot IR test in the 24 months preceding the date of application for the IMC Rating / IR (Restricted) will be credited with a pass in the initial IMC Rating / IR (Restricted) Skill Test and the written examination. The applicant must apply for the issue of the IMC rating within 24 months of the last IR test passed. The IMC Rating / IR (Restricted) will be valid for 25 months after the last day of the month in which the last IR test was successfully passed.

The holder of a Part-FCL helicopter Night Rating (but not a former UK helicopter Night Rating) will be credited up to 2 hours of flying instruction by sole reference to instruments.

**See Note 1 below.**

An applicant who has qualified for the AOPA Radio Navigation Certificate will be credited with up to 5 hours of the instrument training of the Applied Stage of the IMC Rating / IR (Restricted) course. **See Note 1 below.**

The holder of a valid ICAO IR(H) or military IR(H) who wishes to add an IMC Rating to a pilot licence (aeroplanes) is required to:

- a) have not less than 50 hours as a pilot of aeroplanes, including 15 hours as PIC;
- b) have received dual instruction in instrument flying in aeroplanes including not less than 5 hours flight time by sole reference to instruments gained in aeroplanes since the grant of a PPL(A);
- c) pass the initial IMC Rating / IR (Restricted) Skill Test in aeroplanes.

**NOTE 1:** The reductions in hours referred to here are not cumulative. The maximum reduction in flying training allowed is 5 hours.

The holder of a valid UK CAA issued Professional Pilot's Licence (Helicopters) will be credited with the Theoretical Knowledge Examination.

Experience gained as PIC in a SLMG/TMG while under power throughout the flight may be counted towards the 25 hours total experience required.

An applicant with a valid pass in all subjects for the Part-FCL ATPL(A), ATPL(H), CPL(A), CPL(H), IR(A) or IR(H) theoretical knowledge examinations will be credited the IMC Rating/IR (Restricted) Theoretical Knowledge Examination. A pass in these examinations will be accepted for the grant of the IMC Rating / IR (Restricted) for a period of 36 months from the end of the month in which a pass in all the required subjects was gained. The acceptance period of the pass for the grant of the Part-FCL professional licence or instrument rating is **NOT** extended upon issue of the IMC Rating / IR (Restricted).

### 3.3.3 UK National Professional Aeroplane Licence Holders

IMC Rating privileges are contained within UK CPL(A) and ATPL(A) licences; (this does not include JAR-FCL or Part-FCL licences). There is no requirement for a separate IMC Certificate of Test for these licences.

### 3.3.4 **Part-FCL Restricted Instrument Rating**

Where a licence containing a valid IMC rating or IMC privileges is replaced with a Part-FCL licence, the IMC rating privileges may be preserved as a restricted Instrument Rating. This will appear on the licence as IR (Restricted).

The privileges are the same as for the IMC Rating. The use of the Rating is restricted to UK airspace. The renewal and revalidation requirements for the IR (Restricted) are the same as for the IMC Rating.

### 3.3.5 **Part FCL Basic Instrument Flight Module**

The holder of a course completion certificate for the Part-FCL Basic Instrument Flight Module may have the total amount of flight training required in paragraph 3.1 reduced by 10 hours.

## 3.4 **Rating Approach Types**

The syllabus for the IMC Rating / IR (Restricted) requires a minimum of training and testing in proficiency in 2 approach types. IMC Rating / IR (Restricted) holders are strongly advised to undergo further training with an appropriately qualified flight instructor before attempting to fly additional approach types.

## 3.5 **Rating Revalidation and Renewal**

The privileges of an IMC Rating or IR (Restricted) must not be exercised unless the licence contains a valid Certificate of Test (C of T).

The period of validity of the C of T is 25 months after the last day of the month of the last satisfactory flight test (recorded in the Certificate of Revalidation) of the licence.

**NOTE:** Holders of a UK national CPL(A) or ATPL(A) need only maintain a valid licence, medical certificate and aircraft rating.

### 3.5.1 **Revalidation**

The IMC Rating or IR (Restricted) will be revalidated by revalidation ,Proficiency Check the details of which can be found in Pt II of CAP 804, Section 5, Part E.

The candidate must show logbook evidence that, in the period since the previous flight Test/Check, he has successfully completed a let-down and approach to DH/MDH, a go-around and a missed approach procedure, using an aid of a different type from that used during item (d) of the new revalidation Proficiency Check. This shall be accomplished to the satisfaction of an instructor qualified to give instrument flying instruction. Alternatively, the candidate may carry out two approach procedures using different aids during the re-validation Proficiency Check.

### 3.5.2 **Renewal**

Where the IMC Rating or IR (Restricted) has expired by not more than 5 years, the revalidation requirements of 3.5.1 apply for renewal.

Where the IMC Rating or IR (Restricted) has expired by more than 5 years, the applicant shall carry out dual instruction, at the discretion of the FI or IRI as appropriate covering the IMC Rating / IR (Restricted) course, and pass a Renewal Proficiency Check including the same content as the Initial IMC Rating / IR(Restricted) Skill Test with an IMC rating examiner in a suitably equipped aircraft. If the rating has expired by more than 10 years, then the IMC Theoretical Knowledge Examination must also be passed.

### 3.5.3 **Holders of a Non-Part-FCL ICAO or Military Green Single-Pilot IR(A) (Non-Part-FCL)**

An IMC Rating or IR (restricted) rating may be revalidated/renewed for a further period by the CAA, on the basis of the most recent non-Part-FCL or military Green single-pilot

(IR(A)) flight test. Application for revalidation/renewal should be made to the CAA together with the current fee as per the scheme of charges.

### 3.6 **Instructors wishing to teach for the IMC/IR(R) Rating**

3.6.1 Paragraph (d) of Article 4 of the EASA Aircrew Regulation requires that the CAA determines who may instruct for the IMC/IR(R). This section provides clarification for instructors who wish to instruct for the IMC/IR(R) Rating and explains the instructor privileges that must be held.

3.6.2 Part-FCL specifies the instructor certificates required to teach for the Instrument Rating. The following instructors are considered competent to deliver instruction for the IMC/IR(R) Rating:

- a) The holder of a valid Part-FCL Flight Instructor Certificate **issued by the UK CAA** who can teach for the Instrument Rating (for example FCL.905.FI(g) is endorsed within their licence); or
- b) The holder of a valid Part-FCL Instrument Rating Instructor Certificate **issued by the UK CAA**.

The instructors must also hold the appropriate aeroplane class rating.

3.6.3 In addition, the CAA will authorise instructors to instruct for the IMC/IR(R) if they comply with the following:

- a) the instructor must hold a Part-FCL aeroplane licence **issued by the UK CAA**;
- b) the instructor must be an FI(A) without supervisory restriction applied, who is qualified to instruct for the single pilot class rating for the class of aeroplane which IR(R) instruction is to be conducted in;
- c) the instructor must hold a valid IR(R) rating or IR(A) (not EIR) on the Part-FCL licence;
- d) the instructor must have completed at least 10 hours flight time by sole reference to instruments in an aeroplane, FFS, an FTD 2/3 or FNPT II;
- e) the instructor must have completed the course as specified in FCL.905.FI(g) as detailed in FCL.930.IRI;
- f) the instructor must pass an Assessment of Competence to instruct for the IR(R) with an FIE as specified in FCL.905.FI(g).

Note that the course specified in FCL.905.FI(g) may be completed for the purpose of qualifying to instruct for the IR(R) without having the prerequisite IFR experience for the issue of the FCL.905.FI(g) privileges.

3.6.4 To ensure that the UK is compliant with Article 4(d) of the Aircrew Regulation, it will be necessary for instructors who are teaching the IR(R) through compliance with the requirements of paragraph 3.6.3 above to have the authorisation to instruct included in their licence by the CAA. Instructors will need to apply for this using form SRG\1133 and pay the appropriate fee. Their Instructor Certificate will be endorsed with '(g)(IR(R))' in the Remarks and Restriction column against the entry for the FI(A) in Section XII of the licence.

3.6.5 Instructors qualified in accordance with paragraph 3.6.3 above who wish to instruct for the Integrated IR, Modular IR, Enroute IR or the Competence Based Modular IR courses, may apply to have the instructor restriction lifted once they meet in full the prerequisite requirements of FCL.905.FI(g). A further application showing evidence of compliance with those requirements may be made using Form SRG\1133 and payment of the appropriate fee will be required.



### 3.7 **Examiners wishing to conduct Skill Tests and/or Proficiency Checks for the IMC/IR(R) Rating**

3.7.1 Paragraph (d) of Article 4 requires that the CAA determines who may conduct Skill Tests and/or Proficiency Checks for the IMC/IR(R). This section clarification for Examiners who wish to examine for the IMC/IR(R) Rating and explains the Examiner privileges that must be held.

3.7.2 Only examiners who hold licences, ratings and certificates **issued by the UK CAA** may examine for the IMC/IR(R).

3.7.3 The holder of an Instrument Rating Examiner (IRE) Certificate issued by the UK CAA, has the privileges under Part-FCL to conduct IR Skill Tests and Proficiency Checks. These examiners are also authorised to conduct the IMC Rating / IR(R) Skill Test and/or Proficiency Check. They must also hold a valid Class Rating for the class of aeroplane in which the test is to be conducted.

3.7.4 The holder of a Class Rating Examiner (CRE) Certificate issued by the UK CAA, has the privileges under Part-FCL to conduct IR Proficiency Checks if they comply with FCL. 1010. IRE(a). These examiners are also authorised to conduct the IMC Rating / IR(R) Skill Test and/or Proficiency Check, provided they have completed the appropriate Examiner Standardisation training. They must also hold a valid Class Rating for the class of aeroplane in which the test is to be conducted.

The CRE Certificate may be re-issued to show the IMC/IR(R) test and proficiency check privileges as:

“Conduct Flight Tests for the issue and maintenance of the IMC rating and IR(R)”

3.7.5 The holder of a Flight Examiner (FE) Certificate issued by the UK CAA, does not have the privilege under Part-FCL to conduct IR Skill Tests or Proficiency Checks. However, historically the CAA has authorised FEs to conduct IMC Rating Skill Tests and/or Proficiency Checks. FEs can be authorised to conduct the IMC Rating / IR(R) Skill Test and/or Proficiency Check if they have the privilege to instruct for either the Instrument Rating or IMC/IR(R) Rating and they have completed the appropriate Examiner Standardisation training. They must also hold a valid Class Rating for the class of aeroplane in which the test is to be conducted.

The FE Certificate may be re-issued to show the IMC/IR(R) test and proficiency check privileges as:

FE PPL(A) - Flight Tests Permitted; IMC and/or IR(R).

## 4 **UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

## 5 **Additional Information**

None.

INTENTIONALLY LEFT BLANK

## **Part F            UK Class and Type Ratings**

### **Subpart 1      Aeroplanes**

#### **1            Applicability**

The holder of a UK Aeroplane licence may extend the privileges of their licence by adding non-EASA Class or Type ratings.

#### **2            Privileges**

**UK Class and Type Rating Aeroplanes** The privileges and conditions of the UK Class or Type Rating are to act as pilot on the class or type of non-EASA aeroplanes specified in the rating.

#### **3            Requirements**

An applicant for a non-EASA Aeroplane Class or Type rating to be added to a UK Licence shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part H, Subpart 1, for the applicable Rating. In the case of a Type Rating, the applicant shall complete a course approved by the CAA.

#### **4            UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5            Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Subpart 2 Helicopters

### 1 Applicability

The holder of a UK Helicopter licence may extend the privileges of their licence by adding a non-EASA Type Rating.

### 2 Privileges

**UK Type Rating Helicopters** The privileges and conditions of the UK Helicopter Type Rating are to act as pilot on the non-EASA type of helicopter specified in the rating.

### 3 Requirements

An applicant for a non-EASA Type Rating to be added to a UK Licence shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part H, Subpart 2, for the applicable Rating and complete a Type Rating course approved by the CAA.

### 4 UK Interpretive and Explanatory Material (IEM)

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### 5 Additional Information

None.

INTENTIONALLY LEFT BLANK

## Subpart 3     Airships

### 1        **Applicability**

The holder of a UK Airship licence may extend the privileges of their licence by adding a non-EASA Airship Type rating.

### 2        **Privileges**

**UK Airship Type Rating**    The privileges and conditions of the UK Airship Type Rating are to act as pilot on the type of non-EASA airship specified in the rating.

### 3        **Requirements**

Wherever practical, an applicant for an non-EASA Airship Type rating to be added to a UK Licence shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part H, Subpart 4, for the applicable Rating. In the case of a Type Rating the applicant shall complete a course approved by the CAA.

### 4        **UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### 5        **Additional Information**

None.

INTENTIONALLY LEFT BLANK



## Part G UK Licence – Additional Ratings

### 1 Applicability

The holder of a UK pilots licence other than an NPPL may extend the privileges of their licences with additional ratings listed below. The additional privileges will apply to non-EASA aircraft registered in the UK. The use of the licence and ratings to fly aircraft registered in other countries depends upon the legislation of those countries.

### 2 Privileges

**UK Additional Ratings/Qualifications** The privileges of a UK licence with additional ratings/qualifications endorsed are defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

### 3 Requirements

An applicant for an additional rating to be added to a UK Licence which has an equivalent Part-FCL rating/qualification shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, for the applicable rating/qualification. Where the UK rating has no equivalent Part-FCL rating/qualification, the requirements are set out in CAP 804, Section 5.

Instrument meteorological conditions rating (aeroplanes) – UK IMC (comply with the requirements of Section 5, Part E)

Flying instructor's ratings – Comply with the requirements of Section 5, Part H

Instrument rating (aeroplane) – UK IR(A) Comply with the requirements of Part-FCL

Instrument rating (helicopter) – UK IR(H) Comply with the requirements of Part-FCL

Night rating (aeroplanes) Comply with the requirements of Part-FCL

Night qualification (aeroplane) Comply with the requirements of Part-FCL

Night rating (helicopters) Comply with the requirements of Part-FCL

Night rating (balloons) Comply with the requirements of Part-FCL

Night qualification (helicopter) Comply with the requirements of Part-FCL

Towing rating (flying machines) Comply with the requirements of Part-FCL

### 4 UK Interpretive and Explanatory Material (IEM)

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

### 5 Additional Information

None.

INTENTIONALLY LEFT BLANK

## **Part H                      UK Instructor Ratings**

### **Subpart 1            Aeroplanes and Helicopters**

**Flight Instructor Aeroplane – FI(A)**

**Flight Instructor Helicopter – FI(H)**

**Type Rating Instructor Rating (multi-pilot Aeroplane) – TRI (A)**

**Type Rating Instructor Rating (Helicopter) – TRI (H)**

**Class Rating Instructor Rating (single-pilot Aeroplane) – CRI (A)**

**Instrument Rating Instructor Rating (Aeroplane) – IRI (A)**

**Instrument Rating Instructor Rating (Helicopter) – IRI (H)**

#### **1                      Applicability**

The holder of a UK Instructor Rating may exercise the privileges of the Rating to carry out instruction in non-EASA aircraft registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

#### **2                      Privileges**

**UK Instructor Ratings** The privileges and conditions of the various UK Instructor Ratings are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B:

#### **3                      Requirements**

An applicant for the UK Instructor Ratings shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part J for the applicable Rating and satisfy any non-EASA Aircraft Type specific requirements, where applicable.

#### **4                      UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5                      Additional Information**

None.

INTENTIONALLY LEFT BLANK

## Subpart 2      Microlights, SLMGs and Powered Parachutes

### **AFI (A) Microlights**

### **FI(A) Microlights**

### **FI (SLMG)**

### **AFI(A) Powered Parachute**

### **FI(A) Powered Parachute**

## **1      Applicability**

The holder of a UK Instructor Rating for Microlights, SLMG or Powered Parachute may exercise the privileges of the Rating to carry out instruction in non-EASA Microlights, SLMGs or Powered Parachutes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

## **2      Privileges**

**UK Instructor Ratings for Microlights** The privileges and conditions of the various UK Instructor Ratings are as defined in Part A of Schedule 7 to the ANO (2009), refer to CAP 804 Section 7, Part B.

## **3      Requirements**

### **3.1      AFI Rating Aeroplane Microlight**

#### 3.1.1 Pre-requisite Requirements

#### 3.1.2 Approved Course of Training

#### 3.1.3 Flight Test and Ground Examination

#### 3.1.4 Endorsement of Aeroplane Types

#### 3.1.5 Rating Limitations

### **3.2      FI(A) Rating Aeroplane Microlight**

#### 3.2.1 FI(A) (Land, Sea) Microlights Experience/Requirements

#### 3.2.2 Rating Limitations

### **3.3      FI Rating (SLMG)**

#### 3.3.1 General Information

#### 3.3.2 Qualifying requirements

#### 3.3.3 Rating Limitations

#### 3.3.4 Revalidation/Renewal of Rating

### **3.4      AFI Rating Aeroplanes Powered Parachutes**

#### 3.4.1 General Information

#### 3.4.2 Course pre-entry requirements

#### 3.4.3 Course minimum requirements

#### 3.4.4 Single Seat Aircraft Only Limitation

#### 3.4.5 Flight Test and Ground Examination

#### 3.4.6 Rating Limitations

### 3.4.7 Extension to Other Powered Parachute Types

## 3.5 **FI Rating Aeroplanes Powered Parachutes**

### 3.5.1 General Information

### 3.5.2 Flight Test and General Examination

### 3.5.3 Rating Limitations

### 3.5.4 Extension to Other Powered Parachute Types

## 3.1 **AFI Rating Aeroplane Microlight**

### 3.1.1 **Pre-requisite Requirements**

Before starting the Assistant Flying Instructor (AFI) course for Microlight Aeroplanes the applicant must produce satisfactory evidence of:

- a) holding a UK issued licence that includes a valid microlight aeroplane class rating with no operational restrictions; and
- b) having completed 100 hours as PIC in any category of aircraft of which at least 40 hours must be on Microlights, including 5 hours as PIC on the Microlight type to be used on the AFI course; (the 100 hour requirement may be reduced to 70 hours in the case of holders of BHGA Full and Senior Flying Instructors Certificates); and
- c) having passed a pre-entry written examination and a Flight Test conducted by a Microlight FIE or a Microlight FIC Instructor in the 6 months immediately preceding the date of commencement of the course.

### 3.1.2 **Approved Course of Training**

The minimum course of approved training for the AFI Rating (Aeroplanes) Microlight comprises not less than 40 hours ground training and 15 hours flight training conducted by an instructor authorised by the CAA to conduct AFI Rating Courses (FIC Instructor) approved for this purpose. Up to 2 hours of the course may be "mutual" flying with another AFIC student.

Where the candidate holds or has held an instructor rating or certificate in any fixed wing or rotary wing powered aircraft issued by any country or by the UK armed forces, the duration of the ground and flight training course may be reduced at the discretion of the FIC conducting the course.

### 3.1.3 **Flight Test and Theoretical Knowledge Examination**

The applicant shall pass an AFI Rating Flight Test and Theoretical Knowledge Examination conducted by a FIE (Microlight) authorised by the CAA to conduct such tests.

The candidate is responsible for providing a suitable microlight aeroplane for the test.

### 3.1.4 **Endorsement of Aeroplane Types**

An AFI Rating holder wishing to instruct on an additional microlight type (i.e. weight shift, three axis or powered parachute) must have completed at least 5 hours as PIC on the type concerned. He must also have passed a Flight Test and Ground Examination on the type conducted by either a FIE (Microlight) or an instructor authorised to conduct Microlight AFI Courses.

### 3.1.5 **Rating Limitations**

The syllabus for the AFI Course for microlights includes those items that form part of the syllabus of the Flight Test and Ground Examination for the NPPL Microlight. It does not include instruction in night flying, instrument flying or aerobatics and a FI or AFI Rating for Microlights will be endorsed with limitations in respect of such instruction.

A microlight flying instructor qualified on landplanes and wishing to instruct on seaplanes must complete Seaplane differences training as specified in Schedule 7 of the Air Navigation Order and carry out sufficient ground and flight training with an appropriately qualified FIC instructor; pass a test conducted by an appropriately qualified FIC instructor or FIE and pass the Professional Seamanship Examination. This examination is booked through PL and taken at Gatwick or a CAA Regional Test Centre.

### 3.2 **FI(A) Rating Aeroplane Microlights**

#### 3.2.1 **FI(A) (Land, Sea) Microlights Experience/Requirements**

To qualify for the grant of an FI Rating Microlight, the applicant must:

- a) hold a UK AFI rating that is valid for microlights or have complied with the prerequisite and training requirements for the issue of that rating; and
- b) have gained not less than 250 hours experience as PIC of aeroplanes or microlights of which at least 200 hours must be on Microlights (160 hours on Microlights in the case of holders of the BHGA Full or Senior Flying Instructors Certificate);
- c) have held a UK AFI rating valid for Microlights or an FI for aeroplanes or an instructor rating for microlights or aeroplanes of any country or of the UK armed forces for a period of at least 10 months and have at least 100 hours experience instructing on Microlights; and
- d) have then passed a Flight Test and Ground Examination conducted by an FIE (Microlight), arrangements for which are as described in Section 5, Part A, Subpart 2.

#### 3.2.2 **Rating Limitations**

As per 3.1.5

### 3.3 **FI Rating (SLMG)**

#### 3.3.1 **General Information**

Much of the instructing which is given in motor gliders is for the training of glider pilots and the instructor is not required to teach aeroplane exercises. The British Gliding Association (BGA) has its own scheme of motor glider instructor ratings for teaching gliding exercises only. Details are contained in the Association's publication "Laws and Rules For Glider Pilots" and on the BGA website at [www.gliding.co.uk](http://www.gliding.co.uk)

An instructor teaching students for the NPPL(A) SLMG must hold a Flying Instructor's Rating (SLMG). This rating carries a restriction stating that the privileges may only be exercised under conditions laid down by the BGA. Alternatively, instruction for the NPPL SLMG licence or rating can be given by the holder of an FI(A) with TMG rating or an FI(A) who has undergone differences training onto SLMG aircraft.

The fundamental difference between a Flying Instructors Rating (FI(SLMG)), and the equivalent EASA Instructor Rating is that there is no CAA approved course for the FI(SLMG). The rating is issued by the CAA on the recommendation of the BGA and is separate from all other CAA issued FIRs. This is managed by the Association's Senior Regional Examiner for Motor Gliders.

#### 3.3.2 **Qualifying requirements**

The qualifying requirements for the instructor rating issued by the CAA are that the applicant must:

- a) hold a Part-MED Class 1 or Class 2 Medical Certificate or, for NPPL holders only, a medical declaration valid for the NPPL or LAPL medical certificate;
- b) hold either a valid PPL(A) or a valid Professional Pilot's Licence (A) with the SLMG endorsement, a valid NPPL(A) with SLMG endorsement or valid Part-FCL aeroplane licence with TMG rating;

- c) hold a current Full Gliding Instructors Rating issued by the BGA;
- d) pass a competency Flight Test with an approved Examiner. The approved Examiner must have CAA authorisation, i.e. hold a Flying Instructor Examiner Authorisation (SLMGs);
- e) have a minimum of 25 hours flying experience as PIC on SLMGs.

There is no requirement to hold a Motor Glider Instructors Certification (gliding exercises only) before attaining the FI(SLMG). Furthermore, since all applicants must hold a Full Gliding Instructors Rating, with its associated instructional experience, there is only one grade of FI(SLMG) (i.e. there is no Assistant Instructor category).

### 3.3.3 Rating Limitations

There is no requirement for FI(SLMG) Rating to hold IMC Ratings or have any experience in instrument flying. The FI(SLMG) Rating will be issued with the limitation that no night flying or instrument flying instruction will be given. The rating will also include a limitation precluding aerobatic instruction.

### 3.3.4 Revalidation/Renewal of Rating

The FI(SLMG) Rating must be revalidated every 25 months by completing a Flight and Ground Test with a BGA Panel Examiner.

## 3.4 AFI Rating Aeroplanes Powered Parachutes

### 3.4.1 General Information

Before starting the associated flying instructor course for Powered Parachute, the applicant must produce satisfactory evidence of having:

- a) a licence that includes a valid microlight aeroplane powered parachute rating (or microlight rating with powered parachute differences training endorsement) with no operational restrictions and have held a valid SEP or microlight aeroplane or powered parachute rating for at least the eight months prior to the AFI course;
- b) 100 hours as PIC of aircraft of which at least 40 hours must be in a powered parachute microlight and must include at least 5 hours as PIC on the aircraft to be used on the course;
- c) passed a pre-entry examination and a flight test conducted by a Microlight Flying Instructor Examiner (FIE) or Flying Instructor Course instructor (FIC) in the 6 months immediately preceding the date of commencement of the course.

The minimum course of approved training for the AFI Rating Aeroplanes Powered Parachute comprises not less than 25 hours ground training and 4 hours flight training conducted by an instructor authorised by the CAA to conduct AFI Rating Courses (FIC Instructor) at ATOs approved for this purpose.

### 3.4.2 AFI Course pre-entry requirement for holders of BMAA FLM or BHPA PPG\* Instructor Ratings

Before starting the AFI course for Powered Parachute, the applicant must produce satisfactory evidence of having:

- a) held a valid NPPL(A) (PP) without Operational Limitations;
- b) held a BMAA FLM or BHPA PPG Instructor rating;
- c) 10 hours a PIC on Powered Parachute (PP) including 2 hours as PIC on the aircraft to be used for the AFI course;



d) passed a pre-entry written examination and a Flight Test conducted by a Powered Parachute Flying Instructor Examiner (FIE) or a Powered Parachute Flying Instructor Course (FIC) Instructor in the 6 months immediately preceding the date of the commencement of the course.

\* British Microlight Aircraft Association (BMAA) Foot Launched Microlight (FLM), British Hang Gliding and Paragliding Association (BHPA) Powered Paraglider.

#### 3.4.3 **Course minimum requirements**

The AFI Course minimum requirements for holders of BMAA or BHPA SPHG or FLM Instructor Ratings are to:

Complete ground and dual flight training as required conducted by an instructor authorised by the CAA to conduct AFI Rating Courses (FIC Instructor) approved for this purpose, to achieve a recommendation as suitable for test by a Powered Parachute FIE for the grant of a AFI (Aeroplanes) Powered Parachute.

#### 3.4.4 **Single Seat Aircraft Only Limitation**

With the single seat limitation the AFI Course minimum requirements for holders of BMAA or BHPA SPHG or FLM Instructor Ratings are to:

Complete ground training and flight demonstrations as required conducted, by an instructor authorised by the CAA to conduct AFI Rating Courses (FIC Instructor) approved for this purpose, and to achieve a recommendation as suitable for test by an FIE Powered Parachute for the grant of an AFI (Aeroplanes) Powered Parachute.

#### 3.4.5 **Flight Test and Ground Examination**

On completion of the approved course of training, the applicant will be required to pass an AFI Rating Flight Test and Ground Examination conducted by a FIE (Powered Parachute) authorised by the CAA to conduct such tests.

Arrangements have been made for the BMAA to process applications for instructor tests for the issue, revalidation or extension of flying instructor's ratings valid only on Powered Parachutes. Applications should be made direct to BMAA, who will then forward the application to the CAA for final action.

#### 3.4.6 **Rating Limitations**

An AFI who completes the single seat Rating Aeroplanes (Landplanes) Powered Parachute course will have his licence endorsed with the restriction "Single Seat Aircraft Only". The limitation restricts the holder to conducting flight training in accordance with the Solo Training Syllabus for the issue of an NPPL with a Powered Parachute Class Rating or the addition of a Powered Parachute Class Rating to an existing licence.

The "Single Seat Aircraft Only" restriction may be removed by completing an instructor test conducted by an FIE entitled to test on Powered Parachutes during which the candidate demonstrates adequate knowledge and skill to be able to teach for the grant or renewal of the powered parachute rating in a two seat aircraft.

### **3.5 FI Rating Aeroplanes Powered Parachutes**

#### **3.5.1 General Information**

To be eligible to attempt the flight test and examination to obtain an FI Rating Powered Parachute (PP) the applicant must have completed 60 hours of flying instruction on powered parachutes using the privileges of a valid AFI rating, under the supervision of an Instructor entitled to give instruction in a Powered Parachute. The training must have included instructing at least one student for the complete NPPL (Powered Parachute) syllabus.

#### **3.5.2 Flight Test and General Examination**

Applicants for the FI(PP) Rating will be required to pass a Flight Test and oral Ground Examination conducted by an FIE authorised to conduct tests for Microlight or Powered Parachute instructor ratings (FIE M or FIE PP).

#### **3.5.3 Rating Limitations**

Where the applicant for the FI(PP) rating holds an AFI rating that has the "Single Seat Aircraft Only" limitation, that limitation shall also be applied to the FI rating. The limitation restricts the holder to conducting flight training in accordance with the Solo Training Syllabus for the issue, or addition, of a NPPL Powered Parachute Class Rating to an existing pilot's licence.

The "Single Seat Aircraft Only" restriction may be removed by completing an instructor test conducted by an FIE entitled to test on Powered Parachutes during which the candidate demonstrates adequate knowledge and skill to be able to teach for the grant or renewal of the powered parachute rating in a two seat aircraft.

## **4 UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

## **5 Additional Information**

None.

## Subpart 3 Gyroplanes

### AFI(A) Gyroplanes

### FI(A) Gyroplanes

#### 1 Applicability

The holder of an UK Instructor Rating for Gyroplanes may exercise the privileges of the Rating to carry out instruction in non-EASA Gyroplanes registered in the UK that come within the privileges of the licence and the valid ratings included in the licence.

#### 2 Privileges

**UK Instructor Ratings for Gyroplanes** – The privileges and conditions of the various UK Instructor Ratings are as defined in the Part A of Schedule 7 to the ANO, refer to CAP 804 Section 7, Part B.

#### 3 Requirements

3.1 AFI(G) Rating Gyroplanes

3.2 FI(G) Rating

##### 3.1 AFI(G) Rating Gyroplanes

The privilege of an AFI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in Gyroplanes.

##### 3.1.1 Restrictions of the rating

The holder of the AFI(G) rating is **not** permitted to give instruction unless supervised by an FI(G).

- The supervising FI(G) must be present at the airfield, or flying within the local area whenever flying instruction is given by the AFI(G) in the circuit.
- The FI(G) must be at the airfield, or available by radio or telephone when the AFI(G) is flying cross country and that flight must be authorised by the FI(G).

While conducting training under supervision, the AFI(G) shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross country flights.

Instruction can only be given on a type of gyroplane for which the instructor:

- has a valid aircraft type rating endorsement in his personal flying log; and, where a gyroplane has dual controls, is competent at flying that type of gyroplane using the instructor's controls.

##### 3.1.2 Prerequisites for training

The pre-requisites to commence the AFI(G) training course are:

- PPL(G) holder with a current Certificate of Validity.
- 150 hrs flown P1 on any flying machine of which 100 hrs must have been flown on a gyroplane. These hours to have been attained since the issue of the appropriate pilot's Licence.
- 30 hrs flown P1 on cross-country flights i.e. a flight where a landing is made at an aerodrome at least 25 NM away from the departure aerodrome.

- Demonstrated by personal log entries, landing entries, competency at landing at airfields with:
  - Full ATC or FISO service;
  - A radio service;
  - Non radio.
- Demonstrate to an FIC(G) an excellent flying capability, knowledge of the handling characteristics of the aircraft, and the ability to land the aircraft in the event of an real or simulated emergency.

### 3.1.3 **Application for training**

Application for training is made directly with an FIC(G). For a complete list of contact numbers please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an FIC(G) is at the discretion of that FIC(G).

### 3.1.4 **Training content**

Applicants for an AFI(G) shall have completed a course of theoretical knowledge and flight instruction. In addition to the specific elements prescribed:

All applicants shall be trained to achieve the following competences:

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

The syllabus for the training is given in Standards Document 44, Appendix B.

### 3.1.5 **Application for rating issue**

The requirements for the issue of an AFI(G) rating are:

- The completion of a course of training defined by the syllabus in Appendix B, suitably recorded by the instructing FIC(G). These records are retained by the FIC(G) as part of their training notes;
- Completion of a minimum of 40 hours of classroom training. This includes:
  - the flight briefings for the exercises defined in the PPL(G) syllabus;
  - the theoretical subjects as defined in the PPL(G) syllabus;
- Completion of a minimum of 20 hours of flying training;
- Complete an assessment of competence conducted by an FIE(G) according to the schedule in Standards Document 44, Appendix H;

- This assessment shall include:
  - the demonstration of the competencies during pre-flight, postflight and theoretical knowledge instruction;
  - oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate gyroplane type;
  - exercises adequate to evaluate the instructor's competencies;
- The assessment shall be performed on the same type of gyroplane used for the flight instruction;
- When an assessment of competence is required for revalidation of an instructor rating, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor rating shall not exercise the privileges of that certificate until the assessment has successfully been completed.

### 3.1.6 **Credits for existing instructor rating holders (non gyroplane)**

Where the applicant holds or has held an instructor rating in another category of aircraft issued by the CAA, the subjects of Aviation Law, Flight Rules and Procedures; Human Performance and Limitations; Navigation and Meteorology may be credited towards the classroom training requirements. In these circumstances the FIC(G) must ensure that the applicant is competent in delivering these subjects to students.

There are no credits for the flight briefings, Gyroplane technical or the flying elements of the course.

### 3.1.7 **Application procedure**

Application is made on form SRG 2102 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

### 3.1.8 **Revalidation of rating**

The AFI(G) rating is issued with a 3 year validity. It is revalidated by passing an assessment of competence conducted by an FIE(G) according to the schedule in Standards Document 44, Appendix H.

### 3.1.9 **Renewal of rating**

If an AFI(G) rating expires it can be renewed by:

- Appropriate refresher training by an FIC(G)
- Conduct of assessment of competence conducted by an FIE(G) according to the schedule in Appendix H.

## 3.2 **FI(G) Rating**

The FI(G) rating grants the privilege to:

- conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes;
- supervise an AFI(G).

### 3.2.1 **Restrictions of the rating**

Instruction can only be given on a type of gyroplane that the instructor:

- is entitled to act as PIC on the aircraft during such flight instruction;
- has a valid aircraft rating endorsed in his personal flying log; and, if a gyroplane is fitted with dual controls, is competent at flying that type of gyroplane using the instructors controls.

### 3.2.2 **Prerequisites for training**

There is no additional training required for the FI(G) rating.

### 3.2.3 **Application for training**

There is no additional training required for the FI(G) rating.

### 3.2.4 **Training content**

There is no additional training required for the FI(G) rating.

### 3.2.5 **Application for rating issue**

The requirements for the issue of an FI(G) rating are:

- PPL(G) holder with a current Certificate of Validity;
- AFI(G) rating;
- A minimum of 100 hrs of giving dual flying instruction. This training must include the briefings and associated flying training of every exercise in the syllabus given in Appendix A of Standards Document 44;
- Has supervised at least 25 student solo flights;
- A letter of recommendation from the supervising FI(G) that the applicant is suitable to instruct unsupervised;
- Pass of a test conducted by an FIE(G) according to the schedule in Standards Document 44, Appendix H. This performance of this test should be at a level of competence higher than when it was done as an AFI(G), the applicant should be able to relate to real life experiences.

### 3.2.6 **Credits for existing instructor rating holders (non gyroplane)**

There are no credits for holders of existing instructor ratings (non gyroplane).

### 3.2.7 **Application procedure**

Application is made on form SRG 2102 which is included as Appendix M of Standards Document 44. Details of where to submit the form and supporting documentation are included on the form.

### 3.2.8 **Revalidation of rating**

The FI(G) rating is issued with a 3 year validity. It is revalidated by passing an assessment of competence conducted by an FIE(G) according to the schedule in Appendix H  
Renewal of rating

If an FI(G) rating expires it can be renewed by:

- Appropriate refresher training by an FIC(G)
- Conduct of assessment of competence conducted by an FIE(G) according to the schedule in Appendix H of Standards Document 44.

## 4 **UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Standards Document 44.

## 5 **Additional Information**

None.

# Part I UK Flight Examiners Ratings

**Flight Examiner FE**

**Type Rating Examiner TRE**

**Class Rating Examiner CRE**

**Instrument Rating Examiner IRE**

**Synthetic Flight Examiner SFE**

**Flight Instructor Examiner FIE**

## 1 Applicability

The holder of a UK Examiner Certificate may exercise the privileges of the certificate to conduct flight examinations or proficiency checks in non-EASA aircraft registered in the UK that come within the privileges of the licence and the valid ratings included in the licence for the purpose of issue, revalidation or renewal of a licence or rating.

## 2 Privileges

The Examiner Authorisation/Certificate issued by the CAA shows both the Part-FCL and national privileges. Part-FCL examiner privileges that are type specific may be used to conduct examinations or checks for UK (non-Part-FCL) licences.

## 3 Requirements

An applicant for the UK examiner certificate shall comply with the Part-FCL requirements as listed in CAP 804, Section 4, Part K, Subparts 1-6 (as applicable).

## 4 Acceptable Means of Compliance and Guidance Material (AMC and GM)

AMC and GM published by EASA may be found on the EASA website. Any UK AMC and GM published by the CAA for these requirements will be found in Part II of CAP 804. A flight examiner handbook is issued to all examiners.

## 5 Additional Information

None.

INTENTIONALLY LEFT BLANK



## Part J                      Flight Engineers

### 1                      **Applicability**

There are no requirements in Part-FCL for Flight Engineer licences. This part sets out the requirements for UK Flight Engineer licences.

### 2                      **Privileges**

The holder of a United Kingdom Flight Engineer's Licence (F/EL) is entitled to act as flight engineer in any type of aircraft specified in an aircraft rating included in the licence.

### 3                      **Requirements**

- 3.1            Minimum Age
- 3.2            Licence Validity
- 3.3            Eligibility
- 3.4            UK F/EL Flying Training Requirements
- 3.5            UK F/EL Theoretical Knowledge Examination Requirements
- 3.6            UK F/EL Skill Test Requirements
- 3.7            Flight Radiotelephony Operator's Licence (FRTOL) Requirements
- 3.8            UK F/EL Medical Requirements

#### 3.1            **Minimum Age**

The minimum age for an applicant for a UK F/EL is 21 years.

#### 3.2            **Licence Validity**

The UK F/EL is a non expiring licence.

#### 3.3            **Eligibility**

##### 3.3.1        The following persons may be eligible to qualify for the issue of a UK F/EL:

- a) Experienced Aeronautical Ground Engineers who:
  - i) hold a valid Aircraft Maintenance Engineer's Licence (can be a 'Licence without Type Rating'); or
  - ii) have at least three years general aeronautical engineering maintenance experience;
- b) Royal Air Force Air Engineers with at least 400 hours flying experience as an Air Engineer;
- c) Holders of a valid Non-UK Flight Engineer's Licence (Aeroplanes);
- d) Holders of a valid Professional Pilot's Licence (Aeroplanes).

##### 3.3.2        A UK F/EL must contain a Type Rating that allows the holder to exercise the privileges of the licence.

##### 3.3.3        Type Ratings are issued for the following aircraft:

- Airbus A300

- Boeing 707
- Boeing 727
- Boeing 747-100/200/300/S.P
- DC-6
- DC-8
- DC-10
- L382G (Hercules)
- L1011 Tri-Star
- L188 Electra
- Shorts Belfast

3.3.4 The Royal Air Force (RAF) uses Flight Engineers (known as Air Engineers) on the following aircraft:

- C130 Hercules
- L1011 Tri-Star
- Nimrod
- Sentry (B707)
- VC-10

### 3.3.5 **Non-UK Licence Holders**

Any United Kingdom flight crew licences issued on conversion of foreign licences will contain a statement on the licence to that effect.

## 3.4 **UK F/EL Flying Training Requirements**

An applicant for a UK F/EL must undertake **100** hours of supervised Flight Engineer training on the first aircraft type to be included in the licence. This must include the particular requirements specified in a) below. All Flight Engineer training must be completed within the 12 months preceding the date of application for licence issue.

- a) **100 hours\*** Supervised Flight Engineer Training on Type, can include i);
- i) **50 hours\* (Maximum)** training in a CAA Approved Flight Simulator of the same type.

\* Royal Air Force Air Engineers are credited with 50 hours of the 100 hours supervised Flight Engineer training required in a). Of the remaining 50 hours required on type, up to **25** hours may be completed in a CAA Approved Flight Simulator of the same type. Air Engineers who have more than 100 hours experience in a Service aircraft for which a type rating is issued (e.g. L1011 Tri-Star), will only be required to complete the Aircraft Rating Flight Test on that type.

- b) Complete a CAA Approved Type Rating Conversion Course.

## 3.5 **UK F/EL Theoretical Knowledge Examination Requirements**

An applicant for a UK F/EL is required to:

- a) pass the Part-FCL ATPL(A) Theoretical Knowledge Examinations in the following subjects:
- Principles of Flight
  - Airframes/Systems
  - Mass and Balance
  - Instrumentation

- Operational Procedures
- Human Performance and Limitations

**NOTE:** These theoretical knowledge examinations replace the former UK Flight Engineer Technical Group of Examinations.

### 3.5.1 Credits from Ground Examinations

The holder of a valid Non-UK Flight Engineer's Licence with more than 3000 hours experience as a Flight Engineer will be credited the Principles of Flight, Airframes/Systems, Mass and Balance and Instrumentation examinations.

A current UK Military Air Engineer will be credited the Airframes/Systems and Instrumentation examinations.

Full details of the Part-FCL-ATPL(A) Theoretical Knowledge Examinations, Pass Rules, Validity Periods etc. are given in Subpart A and Appendices 1 and 3 to Part-FCL and, Section 4, Part F, Subpart 1 and Part L, Appendices 1 and 3 to CAP 804.

### 3.5.2 Note for RAF Air Engineers

It has been agreed that qualified Air Engineers having passed the theoretical knowledge examinations may retain this pass for as long as they remain in current flying practice as appropriately categorised Air Engineers in the RAF. Once they leave the RAF, the 36 month acceptance period for licence issue will be calculated from the date of their last flight as Air Engineer in a military aeroplane.

## 3.6 UK F/EL Skill Test Requirements

An applicant for a UK F/EL is required to pass a Flight Engineer Skill Test on the aircraft type to be included in the licence with a CAA Authorised Flight Engineer Type Rating Examiner.

For further details of Flight Engineer Type Rating Examiners, please contact the CAA, Flight Crew Standards.

E-mail: [flightcrewstandards@caa.co.uk](mailto:flightcrewstandards@caa.co.uk) Fax: +44 (0)1293 573959.

Holders of a valid Non-UK Flight Engineer's Licence which includes a specific aeroplane type, may have that type endorsed in the UK Licence without having to take an Aircraft Rating Flight Test on the type, provided that:

- a) the applicant has more than 3000 hours experience as a Flight Engineer including at least 100 hours experience as Flight Engineer on the type; and
- b) the holder can produce logbook evidence of having acted as Flight Engineer on the type in the five years preceding date of application for licence issue.

Applicants who are eligible for this credit should note that a Flight Engineer Skill Test must be completed with a Flight Engineer Type Rating Examiner before the privileges of the licence are to be exercised.

## 3.7 Flight Radiotelephony Operator's Licence (FRTOL) Requirements

Although a UK FRTOL is not a requirement for the issue of a Flight Engineer's Licence, applicants who intend to operate radiotelephony equipment will require an FRTOL (CAP 804, Section 6 refers).

## 3.8 UK F/EL Medical Requirements

An applicant for a UK F/EL must hold a valid UK Class 1 Medical Certificate.

#### **4 UK Interpretive and Explanatory Material (IEM)**

Any UK Interpretive and Explanatory Material (IEM) published by the CAA for these requirements will be found in Part II of CAP 804.

#### **5 Additional Information**

None.

## Section 6 Radio Licences

### Part A Flight Radiotelephony Operator's Licence (FRTOL)

#### 1 Applicability

The Flight Radio Telephony Operator's Licence (FRTOL) is a licence that may be issued to flight crew and other persons who have a requirement to operate the Aircraft Radio Station in a UK registered aircraft. The FRTOL is a national licence that may be printed onto a UK-issued Flight Crew Licence, or separately.

The requirement to have a licence for a radio station in an aircraft and to be licensed or otherwise permitted to operate that radio station is detailed in Article 112 of the Air Navigation Order (ANO). Articles 50 and 50A of the ANO specify that an FRTOL is required in order to act as a radiotelephony operator in UK registered EASA and non-EASA aircraft. There are exceptions for flight crew under training and for sailplane pilots when transmitting on frequencies specifically allocated for glider operation.

- 1.1 No person may operate an aircraft radio station in the air, or on the ground, unless they are in possession of a valid FRTOL, or are operating directly under the supervision of the holder of a FRTOL. This applies equally to ground crew and other persons who wish to operate radio transmitting equipment licensed in accordance with, and operating on, frequencies listed in the Aircraft Radio Licence.
- 1.2 The FRTOL provides no privileges for the installation or establishment of a Radio Station; it is an operator's licence. The FRTOL does not entitle the holder to operate a radio station installed anywhere other than in an aircraft. All aeronautical and aircraft radio stations require a Radio Licence issued by the CAA in accordance with the Wireless Telegraphy Acts as amended. The holder of a FRTOL is responsible for ensuring that the aircraft radio station they operate has a valid radio licence. Failure to do so will render them liable to prosecution under the Wireless Telegraphy Acts.
- 1.3 The FRTOL issued by the CAA complies with the applicable requirements of the General Radio Regulations to the International Telecommunications Union (ITU). Unless the holder of a FRTOL has passed the relevant examination in High Frequency (HF) radio theory, the privileges of the FRTOL are limited to *VHF only* (specifically to frequencies above 60 MHz). Holders of UK or EASA professional pilot licences do not have this limitation.

UK radiotelephony procedures are detailed in CAP 413 The Radiotelephony Manual. This document can be viewed on the CAA web site at [www.caa.co.uk/CAP413](http://www.caa.co.uk/CAP413). This document is edited in parallel with CAP 493 The Manual of Air Traffic Services Part 1.

#### 2 Privileges

The holder of a United Kingdom Flight Radiotelephony Operator's Licence is entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically; but is not entitled to operate the transmitter, or to adjust its frequency, except by the use of external switching devices. The privileges of the UK FRTOL are detailed in Schedule 7 to the ANO (see Section 7, Part B).

Article 62 of the Air Navigation Order provides for the holder of a radiotelephony licence issued in accordance with ICAO Annex 1 under the law of an ICAO Contracting State to exercise the privileges of that radiotelephony licence in UK-registered aircraft and in the UK in aircraft registered in other States, as if it were a FRTOL issued by the CAA. Pilot Certificates issued by some States do not confer International privileges for the operation of an aircraft radio station. For example, a United States Pilot Certificate alone issued by the Federal Aviation Administration conveys no radiotelephony privileges outside the USA and must be accompanied by an appropriate Form 605-FRC issued by the Federal Communications Commission to be valid.

### 3 Requirements

- 3.1 Minimum Age
- 3.2 FRTOL Examination and Test Requirements
- 3.3 FRTOL Syllabus
- 3.4 FRTOL Examination Credits
- 3.5 FRTOL Validity
- 3.6 FRTOL Application

#### 3.1 Minimum Age

An applicant for an FRTOL shall be at least 16 years of age.

#### 3.2 FRTOL Examination and Test Requirements

Subject to the credits detailed below in section 3.4, an applicant for the FRTOL shall pass a theoretical written PPL Communications examination and a practical RTF Communications test. Upon successfully passing the examination and test an FRTOL limited to VHF operations only can be issued. An additional HF written examination is available for candidates who wish to remove the “*VHF only*” limitation.

Authorised RTF Examiners conduct examinations for the FRTOL. An authorised ground examiner may conduct the theoretical written examination when it forms part of the qualification for a PPL, LAPL or NPPL. Details of examinations are published regularly by AIC (White). A list of RTF Examiners is located on the SRG web site at: [www.caa.co.uk/standardsdocuments](http://www.caa.co.uk/standardsdocuments).

- 3.2.1 An applicant for an FRTOL shall pass the relevant PPL Communications examination prior to attempting the practical test.

- 3.2.2 Validity of examinations and tests – The PPL Communications examination is valid for issue of the FRTOL for a period of 24 months from the date of passing the examination.

A pass in the practical RTF Communications test is valid for the grant of the FRTOL for 24 months.

If any validity period is exceeded the examination or test as applicable must be passed again before the FRTOL is issued. A pass in the HF written examination is valid for 24 months for the removal of the VHF only limitation.

Where the RTF Communications test is taken together with the theoretical knowledge examinations for the issue of a PPL, LAPL or NPPL and all examinations are passed within an 18 month period and application for the FRTOL is made as part of the pilot licence application. The RTF examination will be valid for 24 months following the final theoretical knowledge examination.

- 3.2.3 Applicants for the FRTOL shall have demonstrated language proficiency in English at Level 4, 5 or 6, which must be valid on the date that the FRTOL is issued.

### 3.3 **FRTOL Syllabus**

The syllabus of training for the UK theoretical written PPL Communications examination and practical Communications test, is based upon CAP 413 "The Radiotelephony Manual", the UK AIP, the ANO and AMC 1 FCL.210 and FCL.215 to Part-FCL.

### 3.4 **FRTOL Examination Credits**

The International Telecommunications Union General Radio Regulations Article 37 details the requirements for the issue of a Flight Radiotelephone Operator Certificate. Individual States are responsible for the procedures that determine compliance with these requirements. The CAA requires that UK professional pilots are familiar with the procedures contained in CAP 413 "The UK Radiotelephony Manual", which is closely aligned with the Air Traffic Controllers phraseology manual.

Approved Training Organisations (ATOs) providing both modular and integrated training for any UK-issued CPL, MPL, ATPL or IR shall ensure that the applicant either holds a valid UK FRTOL or has qualified for the issue of a UK FRTOL prior to attempting the ATPL, MPL, CPL or IR Skill Tests. Candidates for the IR, CPL, MPL or ATPL who do not hold a valid FRTOL shall hold a completed Form SRG/1106 (FCL 508) prior to taking the Skill Test.

Subject to Notes 1 and 2 below, the following credits apply:

- Holders of a valid pass in the JAR-FCL/Part-FCL Communications Examinations in VFR and IFR Communications (Subject 90) are credited with the written PPL Communications theoretical examination for the validity period of that examination as defined in Part-FCL.
- Holders of a valid ATCO licence issued in accordance with EU Directive 2006/23/EC are credited with the PPL communications theoretical written examination and the 24 month examination validity period shall not apply. Applications shall be made using Form SRG\1162 which can be downloaded from the SRG web site: [www.caa.co.uk/fcl/forms](http://www.caa.co.uk/fcl/forms).
- Holders of a valid FISO licence issued in accordance with Article 203 of the Air Navigation Order 2009 are credited with the PPL communications theoretical written examination and the 24 month examination validity period shall not apply. Applications shall be made using Form SRG\1162 which can be downloaded from the SRG web site: [www.caa.co.uk/fcl/forms](http://www.caa.co.uk/fcl/forms).
- The holder of a valid CPL or ATPL Licence issued in accordance with ICAO Annex 1 by another ICAO contracting State (including any JAR-FCL/Part-FCL pilots' licence) who also holds a valid radiotelephony licence issued in accordance with Article 37 of the ITU Radio Regulations and has in excess of 1500 hours flight time engaged on international public transport flights, will be credited with the practical RTF Communications test and PPL Communications theoretical written examination; provided that the licence is valid and the practical test was conducted using the English language and English Language Proficiency is shown on the licence.
- The holders of a Private Pilots Licence issued in accordance with ICAO Annex 1 by another ICAO contracting State (including any JAR-FCL/Part-FCL pilots' licence) who also holds a valid radiotelephony licence issued in accordance with Article 37 of the ITU Radio Regulations will be credited with the written PPL Communications theoretical examination provided that the licence is valid and training was conducted using the English language and English Language Proficiency is shown on the licence.
- Military Pilots qualified as an EFTG, SERP or QMP in Section 4, Part O shall be credited the RTF Practical Test.

The UK practical RTF Communications test must be passed in the 24 months prior to the grant of the FRTOL.

For both private and professional licence holders the licence must state that it is issued in accordance with the requirements of Article 37 of the ITU Radio Regulations.

Applicants who believe they fulfil the criteria for examination credits and licence conversion must submit the valid licence and provide logbook evidence of flights during which the privileges have been exercised. Applicants who hold licences in languages other than English must provide an English translation.

**NOTE 1:** Holders of Flight Radiotelephony Operator's Licences and privileges issued by States in ITU Region 2 (North and South America) or where no tests or examinations have been required will not be granted any credits against the UK FRTOL written examinations and practical tests.

**NOTE 2:** A number of States are known to issue radiotelephony licences with 'VFR only' privileges for use in National languages – holders of any such licence will not be granted any credits against the UK FRTOL written examinations and practical tests.

### 3.5 **FRTOL Validity**

Stand alone UK FRTOL issued before 17 September 2012, had a ten year validity. When these licences expire, if the holder still requires to hold an FRTOL, they must complete form SRG 1106 and pay the appropriate fee.

A UK FRTOL issued after 17 September 2012, does not expire, but it is not valid unless the holder has language proficiency in English at Level 6, or at Level 4 or 5 that has not expired.

### 3.6 **FRTOL Application**

The FRTOL is not a prerequisite for the issue of a flight crew licence and is not automatically issued. If an FRTOL is being applied for with pilot or flight engineer licence this must be indicated on the application for the flight crew licence.

When applying for an FRTOL only, applicants must use the following forms;

SRG 1106 for the grant and renewal of an FRTOL.

SRG 1106 for the renewal of an FRTOL for Glider pilots (Sailplane licence holders).

SRG 1162 for the grant of an FRTOL to an ATCO or FISO licence holder.

An ATO training record form (SRG 1171), for licence applicants who are conducting PPL training, is available on the SRG web site. This record is designed to ensure applicants receive training in all aspects of communications that may be tested in both the written and practical examinations. The record may be used by the candidate to indicate to the ATO examiner that the recommended training for the FRTOL has been completed.

The use of the Form SRG 1171 is not mandatory and should not be submitted to the CAA with the licence application.

Applicants who wish to claim credits against the FRTOL examinations must provide evidence to support their claim. Where this takes the form of a FRTOL issued by another State, the original licence must be valid and be submitted with the licence application.

## 4 **Interpretive and Explanatory Material (IEM)**

None.

## 5 **Additional Information**

None.



## Section 7 Legal Basis for Flight Crew Licensing

### Part A EU Legislation

#### 1 Introduction

- 1.1 The European Regulation 216/2008 (often referred to as the “Basic EASA Regulation”) has transferred rulemaking powers in respect of Flight Crew Licensing from the Member States to the European Parliament and the European Commission (as advised by the European Aviation Safety Agency). The Basic EASA Regulation defines the scope of the legislation and defines the “essential requirements” for licensing, as well as other aspects of civil aviation. Specific requirements for each aspect are defined in the “Implementing Rules”.
- 1.2 The Implementing Rules for Flight Crew Licensing are set out in Regulation (EC) 1178/2011 as amended – the “EASA Aircrew Regulation”. This comprises a “cover” regulation with 7 annexes. These are:
- Annex I – Part-FCL
  - Annex II – Conversion of European national licences
  - Annex III – Validation and Conversion of non-EU licences
  - Annex IV – Part-MED
  - Annex V – Part-Cabin Crew
  - Annex VI – Part-ARA, Authority Requirements Aircrew
  - Annex VII – Part-ORA, Organisation Requirements Aircrew
- 1.3 The contents of Annexes I, II, III and VII are reproduced in this CAP 804, and references have been made to the other Annexes where necessary. The complete documents may be accessed via the EASA website at [www.easa.eu.int](http://www.easa.eu.int).
- 1.4 For convenience a consolidated version of the “EASA Aircrew Regulation” is reproduced in section 3 below without the Annexes.

#### 2 The use of derogations for transition to compliance with the Aircrew Regulation

- 2.1 In recognition that it is not possible for licence holders and organisations to become compliant with the new rules immediately when they come into force, the Aircrew Regulation includes provisions under Article 12 for Member States to delay the mandatory dates for certain rules by means of derogations.
- 2.2 The UK has notified the Commission that it is applying these derogations as follows:
- a) compliance with the requirements of all 7 Annexes will not be mandatory until 17 September 2012; – EXPIRED
  - b) the requirements for the validation of 3rd country licences in respect of non-commercial flights (only) will not be applied until 8 April 2016;
  - c) the replacement of a non-JAR compliant aeroplane or helicopter licence with an EASA licence will not be mandatory until 8 April 2014; – EXPIRED
  - d) compliance with the requirements of ORA.GEN.200(a)(3) in respect of FSTD certificate holders that are not approved training organisations or holders of Air Operators Certificates will not be mandatory until 8 April 2014; – EXPIRED
  - e) obtaining the following to carry out the related activity will not be mandatory until 8 April 2015:

- i) pilot licences for airships and powered lift aircraft;
  - ii) the flight test and flight test instructor ratings;
  - iii) the multi-crew co-operation instructor for helicopters;
  - iv) Part-ORA approval for organisations providing examiner standardisation courses.
- f) obtaining the following to carry out the related activity will not be mandatory until 8 April 2018:
- i) pilot licences for balloons and sailplanes ;
  - ii) the Light Aircraft Pilots Licence;
  - iii) the aerobatic rating;
  - iv) the sailplane and banner towing ratings;
  - v) the mountain and mountain instructor ratings;
  - vi) Part-ORA approval for organisations providing training for the Private Pilot's Licence, Light Aircraft Pilot's Licence, Balloon licences or Sailplane licences;

### 3 The EASA Aircrew Regulation (without the Recitals or Annexes)

- 3.1 The text of the regulation is reproduced here for convenient reference. For the definitive text reference should be made to the source document on the EASA and Commission websites.

#### **COMMISSION REGULATION (EU) No 1178/2011 as amended by Regulation 290/2012 , Regulation 70/2014 and Regulation 245/2014**

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

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC, and in particular Articles 7(6), 8(5) and 10(5) thereof,

Whereas:

*Recitals omitted.*

HAS ADOPTED THIS REGULATION:

#### **Article 1 – Subject matter**

This Regulation lays down detailed rules for:

- (1) different ratings for pilots' licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing national pilots' licences and of national flight engineers' licences into pilots' licences, as well as the conditions for the acceptance of licences from third countries.
- (2) the certification of persons responsible for providing flight training or flight simulation training and for assessing pilots' skills.

- (3) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates as well as the conditions for the conversion of national medical certificates into commonly recognised medical certificates;
- (4) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;
- (5) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.
- (6) the conditions for issuing, maintaining, amending, limiting, suspending or revoking cabin crew attestations, as well as the privileges and responsibilities of the holders of cabin crew attestations;
- (7) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates of pilot training organisations and of aero-medical centres involved in the qualification and aero-medical assessment of civil aviation aircrew;
- (8) the requirements for the certification of flight simulation training devices and for organisations operating and using those devices;
- (9) the requirements for the administration and management system to be fulfilled by the Member States, the Agency and the organisations in relation with the rules referred to in paragraphs 1 to 8.

## **Article 2 – Definitions**

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'Part-FCL licence' means a flight crew licence which complies with the requirements of Annex I;
- (2) 'JAR' means joint aviation requirements adopted by the Joint Aviation Authorities as applicable on 30 June 2009;
- (3) 'Light aircraft pilot licence (LAPL)' means the leisure pilot licence referred to in Article 7 of Regulation (EC) No 216/2008;
- (4) 'JAR-compliant licence' means the pilot licence and attached ratings, certificates, authorisations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having being recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR;
- (5) 'Non JAR-compliant licence' means the pilot licence issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR;
- (6) 'Credit' means the recognition of prior experience or qualifications;
- (7) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;
- (8) 'Conversion report' means a report on the basis of which a licence may be converted into a Part FCL licence.
- (9) 'JAR-compliant pilots' medical certificate and aero-medical examiners' certificate' means the certificate issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having been recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR.

- (10) 'Non JAR-compliant pilots' medical certificate and aero-medical examiners' certificate' means the certificate issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR.
- (11) 'Cabin crew member' means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;
- (12) 'Aircrew' means flight crew and cabin crew;
- (13) 'JAR-compliant certificate, approval or organisation' means the certificate or approval issued or recognised or the organisation certified, approved, registered or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having been recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR."

### **Article 3 – Pilot licensing and Medical Certification**

- (1) Without prejudice to Article 7, pilots of aircraft referred to in Article 4(1)(b) and (c) and Article 4(5) of Regulation (EC) No 216/2008 shall comply with the technical requirements and administrative procedures laid down in Annex I and Annex IV to this Regulation.
- (2) Notwithstanding the privileges of the holders of licences as defined in Annex I to this Regulation, holders of pilot licences issued in accordance with Subpart B or C of Annex I to this Regulation may carry out flights referred to in Article 6(4a) of Regulation (EU) No 965/2012. This is without prejudice to compliance with any additional requirements for the carriage of passengers or the development of commercial operations defined in Subparts B or C of Annex I to this Regulation.

### **Article 4 – Existing National Pilots' licences**

- (1) JAR-compliant licences issued or recognised by a Member State before this Regulation applies shall be deemed to have been issued in accordance with this Regulation. Member States shall replace these licences with licences complying with the format laid down in Part-ARA by 8 April 2018 at the latest.
- (2) Non JAR-compliant licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by a Member State before the applicability of this Regulation shall be converted into Part-FCL licences by the Member State that issued the licence.
- (3) Non JAR-compliant licences shall be converted into Part-FCL licences and associated ratings or certificates in accordance with:
  - (a) the provisions of Annex II, or
  - (b) the elements laid down in a conversion report.
- (4) The conversion report shall:
  - (a) be established; by the Member State that issued the pilot licence in consultation with the European Aviation Safety Agency ('the Agency');

- (b) describe the national requirements on the basis of which the pilot licences were issued;
  - (c) describe the scope of the privileges that were given to the pilots;
  - (d) indicate for which requirements in Annex I credit is to be given;
  - (e) indicate any limitations that need to be included on the Part-FCL licences and any requirements the pilot has to comply with in order to remove those limitations;
- (5) The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph (4), including copies of the relevant national requirements and procedures. When developing the conversion report, Member States shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.
- (6) Notwithstanding paragraphs (1) and (3), holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.
- (7) A Member State may authorise a student pilot to exercise limited privileges without supervision before he/she meets all the requirements necessary for the issuance of an LAPL under the following conditions:
- (a) the privileges shall be limited to its national territory or a part of it;
  - (b) the privileges shall be restricted to a limited geographical area and to single-engine piston aeroplanes with a maximum take-off mass not exceeding 2000kg and shall not include the carriage of passengers;
  - (c) those authorisations shall be issued on the basis of an individual safety risk assessment carried out by an instructor following a concept safety risk assessment carried out by the Member State;
  - (d) the Member State shall submit periodical reports to the Commission and the Agency every three years.
- (8) Until 8 April 2019, a Member State may issue an authorisation to a pilot to exercise specified limited privileges to fly aeroplanes under instrument flight rules before the pilot complies with all of the requirements necessary for the issue of an instrument rating in accordance with this Regulation, subject to the following conditions:
- (a) the Member State shall only issue these authorisations when justified by a specific local need which cannot be met by the ratings established under this Regulation;
  - (b) the scope of the privileges granted by the authorisation shall be based on a safety risk assessment carried out by the Member State, taking into account the extent of training necessary for the intended level of pilot competence to be achieved;
  - (c) the privileges of the authorisation shall be limited to the airspace of the Member State's national territory or parts of it;

- (d) the authorisation shall be issued to applicants having completed appropriate training with qualified instructors and demonstrated the required competencies to a qualified examiner, as determined by the Member State;
- (e) the Member State shall inform the Commission, EASA and the other Member States of the specificities of this authorisation, including its justification and safety risk assessment.
- (f) the Member State shall monitor the activities associated with the authorisation to ensure an acceptable level of safety and take appropriate action in case of identifying an increased risk or any safety concerns;
- (g) the Member State shall carry out a review of the safety aspects of the implementation of the authorisation and submit a report to the Commission by 8 April 2017 at the latest.

#### **Article 5 – Existing national pilots’ medical certificates and aero-medical examiners certificates**

1. JAR-compliant pilots’ medical certificates and aero-medical examiners’ certificates issued or recognised by a Member State before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.
2. Member States shall replace pilots’ medical certificates and aero-medical examiners’ certificates with certificates complying with the format laid down in Part-ARA by 8 April 2017 at the latest.
3. Non JAR-compliant pilot medical certificates and aero-medical examiners’ certificates issued by a Member State before this Regulation applies shall remain valid until the date of their next revalidation or until 8 April 2017, whichever is the earlier.
4. The revalidation of the certificates referred to in paragraphs 1 and 2 shall comply with the provisions of Annex IV.

#### **Article 6 – Conversion of flight test qualifications**

1. Pilots who before this Regulation applies conducted category 1 and 2 flight tests as defined in the Annex to Commission Regulation (EC) No 1702/2003, or who provided instruction to flight test pilots, shall have their flight test qualifications converted into flight test ratings in accordance with Annex I to this Regulation and, where applicable, flight test instructor certificates by the Member State that issued the flight test qualifications.
2. This conversion shall be carried out in accordance with the elements established in a conversion report that complies with the requirements set out in Article 4(4) and (5).

#### **Article 7 – Existing national flight engineers’ licences**

1. In order to convert flight engineer licences, issued in accordance with Annex 1 to the Chicago Convention, into Part-FCL licences, holders shall apply to the Member State that issued the licences.
2. Flight engineer licences shall be converted into Part-FCL licences in accordance with a conversion report that complies with the requirements set out in Article 4(4) and (5).

3. When applying for the airline transport pilot licence ('ATPL') for aeroplanes, the provisions on credit in FCL.510.A(c)(2) of Annex I shall be complied with.

#### **Article 8 – Conditions for the acceptance of licences from third countries**

1. Without prejudice to Article 12 of Regulation (EC) No 216/2008 and where there are no agreements concluded between the Union and a third country covering pilot licensing, Member States may accept third country licences, ratings or certificates, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of Annex III to this Regulation.
2. Applicants for Part-FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country shall comply with all the requirements of Annex I to this Regulation, except that the requirements of course duration, number of lessons and specific training hours may be reduced.
3. The credit given to the applicant shall be determined by the Member State to which the pilot applies on the basis of a recommendation from an approved training organisation.
4. Holders of an ATPL issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention who have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to this Regulation may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.
5. Aeroplane or helicopter type ratings may be issued to holders of Part-FCL licences that comply with the requirements for the issue of those ratings established by a third country. Such ratings will be restricted to aircraft registered in that third country. This restriction may be removed when the pilot complies with the requirements in paragraph C.1 of Annex III.

#### **Article 9 – Credit for training commenced prior to the application of this Regulation**

1. In respect of issuing Part-FCL licences in accordance with Annex I, training commenced prior to the application of this Regulation in accordance with the Joint Aviation Authorities requirements and procedures, under the regulatory oversight of a Member State recommended for mutual recognition within the Joint Aviation Authorities' system in relation to the relevant JAR, shall be given full credit provided that the training and testing were completed by 8 April 2016 at the latest.
2. Training commenced prior to the application of this Regulation in accordance with Annex 1 to the Chicago Convention shall be given credit for the purposes of issuing Part-FCL licences on the basis of a credit report established by the Member State in consultation with the Agency.

3. The credit report shall describe the scope of the training, indicate for which requirements of Part-FCL licences credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with Part-FCL licences. It shall include copies of all documents necessary to demonstrate the scope of the training and of the national regulations and procedures in accordance with which the training was commenced.

#### **Article 10 – Credit for pilot licences obtained during military service**

1. In order for holders of military flight crew licences to obtain Part-FCL licences, they shall apply to the Member State where they served.
2. The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Annex I in accordance with the elements of a credit report established by the Member State in consultation with the Agency.
3. The credit report shall:
  - (a) describe the national requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued;
  - (b) describe the scope of the privileges that were given to the pilots;
  - (c) indicate for which requirements of Annex I credit is to be given;
  - (d) indicate any limitations that need to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations;
  - (e) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant national requirements and procedures.

#### **Article 10a – Pilot training organisations**

1. Pilot training organisations shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be certified.
2. Pilot training organisations holding JAR-compliant certificates issued or recognised by a Member State before this Regulation applies shall be deemed to hold a certificate issued in accordance with this Regulation.
3. JAR-compliant training organisations shall be allowed to provide training for a Part-FCL private pilot licence (PPL), for the associated ratings included in the registration and for a light aircraft pilot licence (LAPL) until 8 April 2018 without complying with the provisions of Annex VI and VII, provided that they were registered before 8 April 2015.
4. Pilot training organisations shall adapt their management system, training programmes, procedures and manuals to be compliant with Annex VII by 8 April 2014 at the latest.
5. JAR-compliant training organisations registered in a Member State before this Regulation applies shall be allowed to provide training for a JAR-compliant private pilot licence (PPL).
6. Member States shall replace the certificates referred to in the first subparagraph of paragraph 2 with certificates complying with the format laid down in Annex VI by 8 April 2017 at the latest.



**Article 10b – Flight simulation training devices**

1. Flight simulation training devices (FSTDs) used for pilot training, testing and checking, with the exception of developmental training devices used for flight test training, shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be qualified.
2. JAR-compliant FSTD qualification certificates issued or recognised before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.
3. Member States shall replace the certificates referred to in paragraph 2 with qualification certificates complying with the format laid down in Annex VI by 8 April 2017 at the latest.

**Article 10c – Aero-medical centres**

1. Aero-medical centres shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be certified.
2. JAR-compliant aero-medical centre approvals issued or recognised by a Member State before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.  
Aero-medical centres shall adapt their management system, training programmes, procedures and manuals to be compliant with Annex VII by 8 April 2014 at the latest.
3. Member States shall replace aero-medical centres' approvals referred to in the first subparagraph of paragraph 2 with certificates complying with the format laid down in Annex VI by 8 April 2017 at the latest.

**Article 11 – Cabin crew medical fitness**

1. Cabin crew members involved in the operation of aircraft referred to in Article 4(1)(b) and (c) of Regulation (EC) No 216/2008 shall comply with the technical requirements and administrative procedures laid down in Annex IV.
2. The medical examinations or assessments of cabin crew members that were conducted in accordance with Regulation (EEC) No 3922/91 and which are still valid at the date of application of this Regulation shall be deemed to be valid according to this Regulation until the earlier of the following:
  - (a) the end of the validity period determined by the competent authority in accordance with Regulation (EEC) No 3922/91; or
  - (b) the end of the validity period provided for in point MED.C.005 of Annex IV.The validity period shall be counted from the date of the last medical examination or assessment.  
By the end of the validity period any subsequent aero-medical re-assessment shall be conducted in accordance with Annex IV.

**Article 11a – Cabin crew qualifications and related attestations**

1. Cabin crew members involved in commercial operation of aircraft referred to in Article 4(1)(b) and (c) of Regulation (EC) No 216/2008 shall be qualified and hold the related attestation in accordance with the technical requirements and administrative procedures laid down in Annexes V and VI.

2. Cabin crew members holding, before this Regulation applies, an attestation of safety training issued in accordance with Regulation (EEC) No 3922/91 ("EU-OPS"):
  - (a) shall be deemed to be compliant with this Regulation if they comply with the applicable training, checking and recency requirements of EU-OPS; or
  - (b) if they do not comply with the applicable training, checking and recency requirements of EU-OPS, they shall complete all required training and checking before being deemed to be compliant with this Regulation; or
  - (c) if they have not operated in commercial operations by aeroplanes for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Annex V before being deemed to be compliant with this Regulation.
3. The attestations of safety training issued in accordance with EU-OPS shall be replaced with cabin crew attestations complying with the format laid down in Annex VI by 8 April 2017 at the latest.
4. Cabin crew members involved in commercial operations of helicopters on the date of application of this Regulation:
  - (a) shall be deemed to be compliant with the initial training requirements of Annex V if they comply with the applicable training, checking and recency provisions of the JARs for commercial air transportation by helicopters; or
  - (b) if they do not comply with the applicable training, checking and recency requirements of the JARs for commercial air transportation by helicopters, they shall complete all relevant training and checking required to operate on helicopter(s), except the initial training, before being deemed to be compliant with this Regulation; or
  - (c) if they have not operated in commercial operations by helicopters for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Annex V before being deemed to be compliant with this Regulation.
5. Cabin crew attestations complying with the format laid down in Annex VI shall be issued to all cabin crew members involved in commercial operations by helicopters by 8 April 2013 at the latest.

#### **Article 11b – Oversight capabilities**

1. Member States shall designate one or more entities as the competent authority within that Member State with the necessary powers and allocated responsibilities for the certification and oversight of persons and organisations subject to Regulation (EC) No 216/2008 and its implementing rules.
2. If a Member State designates more than one entity as competent authority:
  - (a) the areas of competence of each competent authority shall be clearly defined in terms of responsibilities and geographic limitation;
  - (b) coordination shall be established between those entities to ensure effective oversight of all organisations and persons subject to Regulation (EC) No 216/2008 and its implementing rules within their respective remits.

3. Member States shall ensure that the competent authority(ies) has(ve) the necessary capability to ensure the oversight of all persons and organisations covered by their oversight programme, including sufficient resources to fulfil the requirements of this Regulation.
4. Member States shall ensure that competent authority personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.
5. Personnel authorised by the competent authority to carry out certification and/or oversight tasks shall be empowered to perform at least the following tasks:
  - (a) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;
  - (b) take copies of or extracts from such records, data, procedures and other material;
  - (c) ask for an oral explanation on site;
  - (d) enter relevant premises, operating sites or means of transport;
  - (e) perform audits, investigations, assessments, inspections, including ramp inspections and unannounced inspections; and
  - (f) take or initiate enforcement measures as appropriate.
6. The tasks under paragraph 5 shall be carried out in compliance with the legal provisions of the relevant Member State.

#### **Article 11c – Transitional measures**

As regards organisations for which the Agency is the competent authority in accordance with Article 21(1)(b) of Regulation (EC) No 216/2008:

- (a) Member States shall transfer to the Agency all records related to the oversight of such organisations by 8 April 2013 at the latest;
- (b) Certification processes initiated before 8 April 2012 by a Member State shall be finalised by that Member State in coordination with the Agency. The Agency shall assume all its responsibilities as competent authority concerning such organisation after the issuance of the certificate by that Member State.

#### **Article 12 – Entry into force and application**

1.
  - (a) This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.  
It shall apply as from 8 April 2012.
  - (b) By way of derogation from paragraph 1, Member States may decide not to apply the provisions of Annexes I to VII until 8 April 2013.
2. By way of derogation from paragraph 1, Member States may decide not to apply the following provisions of Annex I until 8 April 2015:
  - (a) the provisions related to pilot licences of powered-lift aircraft and airships;
  - (b) the provisions of point FCL.820;
  - (c) in the case of helicopters, the provisions of Section 8 of Subpart J;

- (d) the provisions of Section 11 of Subpart J.
  - (e) the provisions of sections 10 of Subpart J;
  - (f) point CC.GEN.030 of Annex V until 8 April 2015;
  - (g) Member States may decide not to apply the provisions of Annexes VI and VII to a training organisation providing training only for a national licence that is eligible in accordance with Article 4(3), for conversion into a Part-FCL light aircraft pilot licence (LAPL), sailplane pilot licence (SPL) or balloon pilot licence (BPL) until 8 April 2018.;
  - (h) Annexes VI and VII to training organisations providing training for flight test ratings in accordance with point FCL.820 of Annex I to Regulation (EU) No 1178/2011 until 8 April 2015;
  - (i) Annex V to cabin crew members involved in commercial operations by helicopters until 8 April 2015;
  - (j) point ORA.GEN.200(a)(3) of Annex VII to FSTD qualification certificate holders not being an approved training organisation and not holding an air operator certificate until 8 April 2014;
  - (k) Annexes VI and VII to non JAR-compliant approved training organisations and aero-medical centres until 8 April 2014.
  - (l) the amendments to the provisions in FCL315.A, FCL.410.A, FCL.725.A of Annex I shall apply from 8 April 2018.
- 2 a. By way of derogation from paragraph 1, Member States may decide not to apply the following provisions of Annex I until 8 April 2018:
- (a) the provisions related to pilot licences of sailplanes and balloons;
  - (b) the provisions of Subpart B;
  - (c) the provisions of points FCL.800, FCL.805, FCL.815;
  - (d) the provisions of Section 10 of Subpart J.
3. By way of derogation from paragraph 1, Member States may decide not to convert non JAR-compliant aeroplane and helicopter licences that they have issued until 8 April 2014.
4. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of this Regulation until 8 April 2016 to pilots holding a licence and associated medical certificate issued by a third country involved in the non-commercial operation of aircraft as specified in Article 4(1)(b) or (c) of Regulation (EC) No 216/2008.
5. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of Section 3 of Subpart B of Annex IV until 8 April 2015.
6. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of Subpart C of Annex IV until 8 April 2014.

7. When a Member State makes use of the provisions of paragraphs 2 to 6 it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation as well as the programme for implementation containing actions envisaged and related timing.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

INTENTIONALLY LEFT BLANK

## Section 7 Legal Basis for Flight Crew Licensing

### Part B National Legislation

The UK national legislation pertaining to Flight Crew Licensing is set out in the Air Navigation Order (ANO) as amended. For the day-to-day performance of administration and regulatory activities a consolidated version of the text of the ANO is published by the CAA as CAP 393. This may be accessed via the CAA website, or obtained from TSO (The Stationery Office).

The general provisions of the ANO apply to all civil aviation activities that are outside of the scope of the EU Legislation. The provisions that are specific to the licensing of flight crew are in Parts 6, 7 and 8 (Articles 50 through 82). Where necessary these Articles make reference to Schedule 7 of the ANO, which sets out the privileges and conditions of the licences issued by the UK CAA in accordance with national legislation; (accordingly EASA licences are not included).

Pilots should ensure that they are aware of the provisions of the ANO in so far as they affect their flying activities. For convenience the text of Schedule 7 with effect from the 2012 amendment is reproduced below.

#### **SCHEDULE 7 of the Air Navigation Order with effect from the 2012 amendment**

##### **SCHEDULE 7**

##### **Articles 64 to 71 and 78**

#### **Flight crew of aircraft – licences, ratings, qualifications and maintenance of licence privileges**

##### **PART A – FLIGHT CREW LICENCES**

##### **SECTION 1 United Kingdom Licences**

##### **Sub-Section 1 AEROPLANE PILOTS**

##### **Private Pilot's Licence (Aeroplanes)**

*Minimum age – 17 years*

*Privileges:*

- (1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Aeroplanes) is entitled to fly as pilot in command or co-pilot of an aeroplane of any of the types or classes specified or otherwise falling within an aircraft rating included in the licence.
- (2) The holder may not:
  - (a) fly such an aeroplane for the purpose of commercial air transport, public transport or aerial work except in accordance with paragraph (3);
  - (b) receive any remuneration for services as a pilot on a flight except in accordance with paragraph (4);
  - (c) unless the licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane:
    - (i) on a flight outside controlled airspace if the flight visibility is less than three km;

- (ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purpose of this subparagraph; or
  - (iii) out of sight of the surface;
- (d) unless the licence includes a night rating (aeroplanes) or a night qualification (aeroplane) fly as pilot in command of such an aeroplane at night;
- (e) unless the licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;
- (f) unless the licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules; or
- (g) fly as pilot in command of such an aeroplane carrying passengers unless:
  - (i) within the preceding 90 days the holder has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same type or class; and
  - (ii) if such a flight is to be carried out at night and the licence does not include an instrument rating (aeroplane), at least one of those take-offs and landings has been at night.
- (3)
  - (a) The holder may fly such an aeroplane for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, class rating instructor rating, flight instructor rating or an assistant flying instructor's rating.
  - (b) The holder may fly such an aeroplane for the purpose of aerial work which consists of:
    - (i) towing a glider in flight; or
    - (ii) a flight for the purpose of dropping of persons by parachute;
 in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members.
- (4) The holder may receive remuneration for services as a pilot on a flight if:
  - (a) the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating which entitles the holder to give instruction in flying aeroplanes, microlight aeroplanes or SLMGs; and
  - (b) the remuneration is for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (3)(a) in an aeroplane, a microlight aeroplane or an SLMG.

**Explanatory Note** – The text relating to the Basic Commercial Pilot's Licence has been deleted. These licences are no longer available. As set out in Article 82A, a Basic Commercial Pilot's Licence (Aeroplanes) that includes specific restrictions is now a Private Pilot's Licence (Aeroplanes) as detailed above (which now allows remuneration of instructors); and a Basic Commercial Pilot's Licence (Aeroplanes) that does not include those specific restrictions is now a Commercial Pilot's Licence (Aeroplanes) as detailed below.



**Commercial Pilot's Licence (Aeroplanes)**

*Minimum age – 18 years*

*Privileges:*

- (1) The holder of a Commercial Pilot's Licence (Aeroplanes) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Aeroplanes) which includes an instrument meteorological conditions rating (aeroplanes) and a night rating (aeroplanes) or night qualification (aeroplane).
- (2) The holder is entitled to fly as pilot in command of an aeroplane:
  - (a) on a special VFR flight notwithstanding that the flight visibility is less than three km;
  - (b) when the aeroplane is taking off from or landing at any place notwithstanding that the flight visibility below cloud is less than 1800 metres.
- (3) Subject to paragraphs (4) and (8), the holder is entitled to fly as pilot in command of an aeroplane of a type or class on which the holder is so qualified and which is specified in an aircraft rating included in the licence when the aeroplane is flying on a flight for any purpose whatsoever.
- (4) The holder may not:
  - (a) unless the licence includes an instrument rating (aeroplane), fly such an aeroplane on any scheduled journey;
  - (b) fly as pilot in command of an aeroplane carrying passengers unless the holder has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;
  - (c) as co-pilot serve at the flying controls in an aeroplane carrying passengers during take-off and landing unless the holder has served as a pilot at the controls during take-off and landing in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;
  - (d) if the licence does not include an instrument rating (aeroplane), fly as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required by subparagraph (b) has been at night;
  - (e) unless the licence includes an instrument rating (aeroplane), fly any such aeroplane which has a maximum total weight authorised exceeding 2300kg on any flight for the purpose of commercial air transport or public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;
  - (f) fly such an aeroplane on a flight for the purpose of commercial air transport or public transport unless it is certificated for single pilot operation;
  - (g) fly such an aeroplane on any flight for the purpose of commercial air transport or public transport after attaining the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that aeroplane; or

- (h) unless the licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules.
- (5) Subject to paragraph (6), the holder is entitled to fly as pilot in command of an aeroplane of a type or class specified in an instructor's rating included in the licence on a flight for the purpose of aerial work which consists of instruction or testing in a club environment.
- (6) The holder may exercise the privileges specified in paragraph (5) only an aeroplane which the holder is entitled to fly as pilot in command on a private flight, an aerial work flight, a public transport flight or a commercial air transport flight under the privileges set out in paragraph (1) or (2) of these privileges.
- (7) Subject to paragraph (8) the holder is entitled to fly as co-pilot of any aeroplane of a type specified in an aircraft rating included in the licence when the aeroplane is flying on a flight for any purpose whatsoever.
- (8) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any aeroplane on a flight for the purpose of commercial air transport or public transport.

### **Airline Transport Pilot's Licence (Aeroplanes)**

*Minimum age – 21 years*

*Privileges:*

The holder of an Airline Transport Pilot's Licence (Aeroplanes) is entitled to exercise the privileges of a Commercial Pilot's Licence (Aeroplanes) except that the restriction at sub-paragraph (4)(f) of those privileges does not apply.

## **Sub-Section 2 HELICOPTER AND GYROPLANE PILOTS**

### **Private Pilot's Licence (Helicopters)**

*Minimum age – 17 years*

*Privileges:*

- (1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Helicopters) is entitled to fly as pilot in command or co-pilot of any helicopter of a type specified in an aircraft rating included in the licence.
- (2) The holder may not:
  - (a) fly such a helicopter for the purpose of public transport or aerial work except in accordance with paragraph (3);
  - (b) receive any remuneration for services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in paragraph (3);
  - (c) fly as pilot in command of such a helicopter at night unless the licence includes a night rating (helicopters) or a night qualification (helicopter);
  - (d) unless the licence includes an instrument rating (helicopter) fly as pilot in command or co-pilot of such a helicopter in circumstances which require compliance with the Instrument Flight Rules:

- (i) in Class A, B or C airspace at any time; or
  - (ii) in Class D, E, F or G airspace unless flying at night and remaining clear of cloud and with the surface in sight; or
- (e) fly as pilot in command of such a helicopter carrying passengers unless:
  - (i) within the preceding 90 days the holder has made at least three circuits, each to include take-offs and landings, as the sole manipulator of the controls of a helicopter of the same type; or
  - (ii) if the privileges are to be exercised by night and the licence does not include an instrument rating, within the preceding 90 days the holder has made at least three circuits, each to include take-offs and landings by night as the sole manipulator of the controls of a helicopter of the same type.
- (3) The holder may fly such a helicopter for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating.

### **Private Pilot's Licence (Gyroplanes)**

*Minimum age – 17 years*

*Privileges:*

- (1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Gyroplanes) is entitled to fly as pilot in command or co-pilot of any gyroplane of a type specified in the aircraft rating included in the licence.
- (2) The holder may not:
  - (a) fly such a gyroplane for the purpose of public transport or aerial work except in accordance with paragraph (3);
  - (b) receive any remuneration for services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in paragraph (3);
  - (c) fly as pilot in command of such a gyroplane at night unless the licence includes a night rating (gyroplanes) and the holder has within the immediately preceding 13 months carried out as pilot in command not less than five take-offs and five landings at a time when the depression of the centre of the sun was not less than 12° below the horizon.
- (3) The holder may fly such a gyroplane for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating.

### **Commercial Pilot's Licence (Helicopters and Gyroplanes)**

*Minimum age – 18 years*

*Privileges:*

- (1) Subject to paragraphs (2) and (5), the holder of a Commercial Pilot's Licence (Helicopters and Gyroplanes) is entitled:
  - (a) to exercise the privileges of a Private Pilot's Licence (Helicopters) or a Private Pilot's Licence (Gyroplanes) which includes respectively either a night rating (helicopters) or night qualification (helicopter) or a night rating (gyroplanes); and

- (b) to fly as pilot in command of any helicopter or gyroplane on which the holder is so qualified and which is of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is flying on a flight for any purpose whatsoever.
- (2) The holder may not:
  - (a) fly such a helicopter on a public transport flight unless it is certificated for single pilot operation;
  - (b) fly such a helicopter on any public transport flight after attaining the age of 60 years unless the helicopter is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that helicopter;
  - (c) unless the licence includes an instrument rating (helicopter) fly as pilot in command of such a helicopter in circumstances which require compliance with the Instrument Flight Rules:
    - (i) in Class A, B or C airspace at any time; or
    - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight;
  - (d) fly as pilot in command of a helicopter carrying passengers unless the holder has carried out at least three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days;
  - (e) unless the licence includes an instrument rating (helicopter) act as pilot in command of a helicopter carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in subparagraph (d) has been at night;
  - (f) fly such a gyroplane on a public transport flight unless it is certificated for single pilot operation;
  - (g) fly such a gyroplane at night unless the holder has within the immediately preceding 13 months carried out as pilot in command not less than five take-offs and five landings at a time when the depression of the centre of the sun was not less than 12° below the horizon; or
  - (h) fly such a gyroplane on a public transport flight after attaining the age of 60 years unless the gyroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that gyroplane.
- (3) Subject to paragraphs (4) and (5) the holder is entitled to fly as co-pilot of any helicopter or gyroplane of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is flying on a flight for any purpose whatsoever.
- (4) The holder may not:
  - (a) unless the licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter flying in circumstances which require compliance with the Instrument Flight Rules:
    - (i) in Class A, B or C airspace at any time; or
    - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight; or

- (b) as co-pilot serve at the flying controls in a helicopter carrying passengers during take-off and landing unless the holder has served as a pilot at the controls during take-off and landing in a helicopter of the same type or in a flight simulator of the helicopter type to be used, in the preceding 90 days.
- (5) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any helicopter or gyroplane on a public transport flight.

### **Airline Transport Pilot's Licence (Helicopters and Gyroplanes)**

*Minimum age – 21 years*

*Privileges:*

The holder of an Airline Transport Pilot's Licence (Helicopters and Gyroplanes) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) except that the restrictions at sub-paragraphs (2)(a) and (2)(f) of those privileges do not apply.

### **United Kingdom Commercial Pilot's Licence (Helicopters)**

*Minimum age – 18 years*

*Privileges:*

- (1) Subject to paragraphs (2) and (5), the holder of a United Kingdom Commercial Pilot's Licence (Helicopters) is entitled:
  - (a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Helicopters) which includes a night rating (helicopters); and
  - (b) to fly as pilot in command of any helicopter which is of a type specified in an aircraft rating included in the licence when the helicopter is flying on a flight for any purpose.
- (2) The holder may not:
  - (a) fly such a helicopter for the purpose of commercial air transport<sup>1</sup> or public transport unless it is certificated for single-pilot operation;
  - (b) fly such a helicopter for the purpose of commercial air transport or public transport after attaining the age of 60 years unless the helicopter is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that helicopter;
  - (c) unless the licence includes an instrument rating (helicopter) fly as pilot in command of such a helicopter in circumstances which require compliance with the Instrument Flight Rules:
    - (i) in Class A, B or C airspace at any time; or
    - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight;
  - (d) fly as pilot in command of a helicopter carrying passengers unless the holder has carried out at least three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days;

1. A United Kingdom Commercial Pilot's Licence is not valid to fly as pilot in command of a non-EASA aircraft that is referred to in paragraphs (a)(ii), (d) or (h) of Annex II of the Basic EASA Regulation on a commercial air transport flight – see article 50C(2) and footnote (a) to that article.

- (e) unless the licence includes an instrument rating (helicopter) act as pilot in command of a helicopter carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (d) has been at night.
- (3) Subject to paragraphs (4) and (5), the holder is entitled to fly as co-pilot of any helicopter of a type specified in an aircraft rating included in the licence when the helicopter is flying on a flight for any purpose whatsoever.
- (4) The holder may not:
  - (a) unless the licence includes an instrument rating (helicopter) fly as co-pilot of such a helicopter flying in circumstances which require compliance with the Instrument Flight Rules:
    - (i) in Class A, B or C airspace at any time; or
    - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight; or
  - (b) as co-pilot serve at the flying controls in a helicopter carrying passengers during take-off and landing unless the holder has served as a pilot at the controls during take-off and landing in a helicopter of the same type or in a flight simulator of the helicopter type to be used, in the preceding 90 days.
- (5) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any helicopter on a flight for the purpose of commercial air transport or public transport.

### **United Kingdom Airline Transport Pilot's Licence (Helicopters)**

*Minimum age – 21 years*

*Privileges:*

The holder of a United Kingdom Airline Transport Pilot's Licence (Helicopters) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters) except that the restriction at sub-paragraph (2)(a) of those privileges does not apply.

## **Sub-Section 3 BALLOON AND AIRSHIP PILOTS**

### **Private Pilot's Licence (Balloons and Airships)**

*Minimum age – 17 years*

*Privileges:*

- (1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Balloons and Airships) is entitled to fly as pilot in command of any type of balloon or airship on which the holder is so qualified and which is specified in an aircraft rating in the licence and as co-pilot of any type of balloon or airship specified in such a rating.
- (2) The holder may not:
  - (a) fly such a balloon or airship for the purpose of public transport or aerial work, other than aerial work which consists of instruction or testing in a club environment;
  - (b) receive any remuneration for services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in subparagraph (a); or
  - (c) fly such a balloon unless the holder has within the immediately preceding 13 months carried out as pilot in command in a free balloon at least five flights each of not less than five minutes duration.

**Commercial Pilot's Licence (Balloons)**

*Minimum age – 18 years*

*Privileges:*

- (1) The holder of a Commercial Pilot's Licence (Balloons) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).
- (2) Subject to paragraph (3), the holder is entitled to fly as pilot in command or co-pilot of any type of balloon specified in the aircraft rating included in the licence when the balloon is flying for any purpose whatsoever.
- (3) The holder may not act as pilot in command on a flight for the purpose of the public transport of passengers unless the holder has within the immediately preceding 90 days carried out as pilot in command in a free balloon at least three flights each of not less than five minutes duration.

**Commercial Pilot's Licence (Airships)**

*Minimum age – 18 years*

*Privileges:*

- (1) The holder of a Commercial Pilot's Licence (Airships) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).
- (2) The holder is entitled to fly as pilot in command of any type of airship on which the holder is so qualified and which is specified in an aircraft rating included in the licence and as co-pilot of any type of airship specified in such a rating, when the airship is flying for any purpose whatsoever.

**Sub-Section 4 GLIDER PILOTS****Commercial Pilot's Licence (Gliders)**

*Minimum age – 18 years*

*Privileges:*

The holder of a Commercial Pilot's Licence (Gliders) is entitled to fly for any purpose as pilot in command or co-pilot of:

- (a) any glider which has a maximum total weight authorised of not more than 680kg; or
- (b) a type specified in the rating included in the licence.

**Sub-Section 5 OTHER FLIGHT CREW****Flight Navigator's Licence**

*Minimum age – 21 years*

*Privileges:*

The holder of a Flight Navigator's Licence is entitled to act as flight navigator in any aircraft.

**Flight Engineer's Licence**

*Minimum age – 21 years*

*Privileges:*

The holder of a Flight Engineer's Licence is entitled to act as flight engineer in any type of aircraft specified in an aircraft rating included in the licence.

**Flight Radiotelephony Operator's Licence***Minimum age – 16 years**Privileges:*

The holder of a Flight Radiotelephony Operator's Licence is entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but is not entitled to operate the transmitter, or to adjust its frequency, except by the use of external switching devices.

**Explanatory Note** (not part of Schedule 7) – The text relating to all JAR-FCL licences has been deleted. With the exception of licences that are marked "Valid for UK registered aircraft" because they are not fully compliant with JAR-FCL, all JAA licences issued by the UK CAA are European Part-FCL licences with effect from 8 April 2012. This change is enacted by Regulation (EU) 1178/2011 and the privileges of Part-FCL licences are set out in Annex I (Part-FCL) to that Regulation. As set out in Article 82A, UK-issued JAA ATPLs and CPLs that are marked "Valid for UK registered aircraft" because they are not fully compliant with JAR-FCL are now United Kingdom (national) ATPLs and CPLs as set out above.

**Section 3 – National Private Pilot's Licence (Aeroplanes)****National Private Pilot's Licence (Aeroplanes)***Minimum age – 17 years**Privileges and conditions:*

- (1) Subject to paragraphs (2) to (8) the holder of the licence is entitled to fly as pilot in command of any SSEA, microlight aeroplane or SLMG for which a class rating is included in the licence.

*Flight outside the United Kingdom*

- (2) The holder may not fly:
  - (a) such an SSEA or a microlight aeroplane outside the United Kingdom except with the permission of the competent authority for the airspace in which the aircraft is being flown; or
  - (b) such an SLMG in or over the territory of a Contracting State other than the United Kingdom except in accordance with a permission granted by the competent authority of that State provided that the holder may fly any SLMG outside the United Kingdom if the licence includes an SLMG rating and a medical certificate appropriate for such a flight.

*Flight for purpose of commercial air transport, public transport and aerial work*

- (3) The holder may not fly any such aeroplane for the purpose of commercial air transport, public transport or aerial work except in the circumstances specified in paragraph (4) or (5).
- (4) The circumstances first referred to in paragraph (3) are that the holder flies such an aeroplane for the purpose of aerial work which consists of towing another aeroplane or glider in flight:
  - (a) in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the holder of the licence and any person carried in the towing aeroplane or in any aeroplane or glider being towed are members; or
  - (b) in an aeroplane owned, or operated under arrangements entered into, by an organisation approved by the CAA for the purpose of this provision when:
    - (i) the holder of the licence is a member of an organisation approved by the CAA for the purpose of this provision; and



- (ii) any person carried in the towing aeroplane or in any aeroplane or glider being towed is a member of an organisation approved by the CAA for the purpose of this provision.
- (5) The circumstances secondly referred to in paragraph (3) are that the holder flies such an aeroplane for the purposes of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating or an assistant flying instructor's rating.

*Receipt of remuneration*

- (6) The holder may receive any remuneration for services as a pilot on a flight only if the licence includes a flying instructor's rating or an assistant flying instructor's rating entitling the holder to give instruction in flying microlight aeroplanes or SLMGs, and the holder gives such instruction or conducts such flying tests as are specified in paragraph (5) in a microlight aeroplane or a SLMG.

*Prohibitions on flight in specified conditions*

- (7) The holder may not fly:
  - (a) as pilot in command of such an SSEA on a flight outside controlled airspace when the flight visibility is less than five km;
  - (b) as pilot in command of such an SLMG or microlight aeroplane on a flight outside controlled airspace when the flight visibility is less than three km;
  - (c) as pilot in command of any such aeroplane—
    - (i) on a special VFR flight in a control zone in a flight visibility of less than 10 km;
    - (ii) out of sight of the surface; or
    - (iii) at night; or
  - (d) as pilot in command of any such aeroplane in circumstances which require compliance with the Instrument Flight Rules.

*Carriage of persons*

- (8) The holder may not fly as pilot in command of any such aeroplane:
  - (a) if the total number of persons carried (including the pilot) exceeds four; or
  - (b) when carrying passengers unless within the preceding 90 days the holder has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same class as that being flown.

**National Private Pilot's Licence (Helicopters)**

*Minimum age – 17 years*

*Privileges and conditions:*

- (1) Subject to paragraphs (2) to (4) the holder of the licence is entitled to fly as pilot in command of a single engine helicopter with a maximum total weight authorised of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board.

*Flight outside the United Kingdom*

- (2) The holder may not fly such a helicopter outside the United Kingdom except with the permission of the competent authority for the airspace in which the aircraft is being flown.

*Flight for purpose of commercial air transport, public transport and aerial work*

- (3) The holder may not fly any such a helicopter for the purpose of commercial air transport, public transport or aerial work.

*Carriage of persons*

- (4) The holder may not fly as pilot in command of any such a helicopter when carrying passengers unless within the preceding 90 days the holder has made at least three take-offs and three landings as the sole manipulator of the controls of a helicopter of the same type as that being flown.

## **PART B – RATINGS AND QUALIFICATIONS**

### **Section 1 – Ratings and qualifications which may be included in United Kingdom Licences but not in National Private Pilot's Licences**

#### **Sub-Section 1 AIRCRAFT RATINGS**

- 1** An aircraft rating may be included in a United Kingdom licence granted under Part 7, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence has the consequences specified as follows.
- 2** When included in a pilot licence an aircraft rating entitles the holder of the licence to act as pilot of aircraft of the types and classes specified in the aircraft rating and different types and classes of aircraft may be specified in respect of different privileges of a licence.
- 3** When included in a Flight Engineer's Licence an aircraft rating entitles the holder of the licence to act as flight engineer only of aircraft of a type specified in the aircraft rating.

#### **Sub-Section 2 – OTHER RATINGS**

- 4** Subject to article 82(2), the following ratings and qualifications may be included in a United Kingdom pilot licence granted under Part 7 and, subject to the provisions of this Order and of the licence, the inclusion of a rating or qualification in a licence has the consequences respectively specified as follows.

*Instrument meteorological conditions rating (aeroplanes)*

- (1) Subject to paragraph (2), within the United Kingdom an instrument meteorological conditions rating (aeroplanes) rating entitles the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) to fly as pilot in command of an aeroplane without being subject to the restrictions contained respectively in paragraph (2) (c) or (f) of the privileges of the United Kingdom Private Pilot's Licence (Aeroplanes).
- (2) The rating does not entitle the holder of the licence to fly—
  - (a) on a special VFR flight in a control zone in a flight visibility of less than three km; or
  - (b) when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1800 metres.

*Instrument rating (aeroplane)*

An instrument rating (aeroplane) entitles the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

*Instrument rating (helicopter)*

An instrument rating (helicopter) entitles the holder of the licence to act as pilot in command or co-pilot of a helicopter flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

*Night rating (aeroplanes)*

A night rating (aeroplanes) entitles the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

*Night qualification (aeroplane)*

A night qualification (aeroplane) entitles the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

*Night rating (helicopters)*

A night rating (helicopters) entitles the holder of a United Kingdom Private Pilot's Licence (Helicopters) to act as pilot in command of a helicopter at night.

*Night qualification (helicopter)*

A night qualification (helicopter) entitles the holder of a United Kingdom Private Pilot's Licence (Helicopters) or a Part-FCL Private Pilot Licence (Helicopter) to act as pilot in command of a helicopter at night.

*Night rating (gyroplanes)*

A night rating (gyroplanes) entitles the holder of a United Kingdom Private Pilot's Licence (Gyroplanes) to act as pilot in command of a gyroplane at night.

*Towing rating (flying machines)*

A towing rating (flying machines) entitles the holder of the licence to act as pilot of a flying machine while towing a glider in flight for the purpose of public transport or aerial work.

*Flying instructor's rating*

A flying instructor's rating entitles the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose.

*Assistant flying instructor's rating*

- (1) Subject to paragraph (2), an assistant flying instructor's rating entitles the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose.
- (2)
  - (a) Such instruction must only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and who holds a pilot's licence endorsed with a flying instructor's rating entitling the holder to instruct on an aircraft of the same type or class as the aircraft on which instruction is being given.
  - (b) An assistant flying instructor's rating does not entitle the holder of the licence to give directions to a person undergoing instruction in respect of the performance of that person's:
    - (i) first solo flight;
    - (ii) first solo flight by night;
    - (iii) first solo cross-country flight otherwise than by night; or
    - (iv) first solo cross-country flight by night.

*Flight instructor rating (aeroplane)*

A flight instructor rating (aeroplane) entitles the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose subject to the restrictions specified below.

*Restrictions – restricted period*

- (1) Until the holder of a flight instructor rating (aeroplane) has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 solo flights by students, the privileges of the rating are restricted.
- (2) The restrictions will be removed from the rating when the requirements specified in paragraph (1) have been met and on the recommendation of the supervising flight instructor (aeroplane).

*Restrictions – restricted privileges*

The privileges will be restricted to carrying out under the supervision of the holder of a flight instructor rating (aeroplane) approved for this purpose:

- (a) flight instruction for the issue of the National Private Pilot's Licence (Aeroplanes), the United Kingdom Private Pilot Licence (Aeroplane) or those parts of integrated courses at United Kingdom Private Pilot Licence (Aeroplane) level and class and type ratings for single-engine aeroplanes, excluding approval of first solo flights by day or by night and first solo cross country flights by day or by night; and
- (b) night flying instruction.

*Flight instructor rating (helicopter)*

A flight instructor rating (helicopter) entitles the holder of the licence to give instruction in flying helicopters of such types as may be specified in the rating for that purpose subject to the restrictions specified below.

*Restrictions – restricted period*

- (1) Until the holder of a flight instructor rating (helicopter) has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 solo flights by students, the privileges of the rating are restricted.
- (2) The restrictions will be removed from the rating when the requirements specified in paragraph (1) have been met and on the recommendation of the supervising flight instructor (helicopter).

*Restrictions – restricted privileges*

- (3) The privileges are restricted to carrying out under the supervision of the holder of a flight instructor rating (helicopter) approved for this purpose:
  - (a) flight instruction for the issue of the National Private Pilot's Licence (Helicopters), the United Kingdom Private Pilot Licence (Helicopter) or those parts of integrated courses at United Kingdom Private Pilot Licence (Helicopter) level and type ratings for single engine helicopters, excluding approval of first solo flights by day or by night and first solo cross-country flights by day or by night; and
  - (b) night flying instruction.

*Type rating instructor rating (multi-pilot aeroplane)*

A type rating instructor rating (multi-pilot aeroplane) entitles the holder to instruct licence holders for the issue of a multi-pilot aeroplane type rating, including the instruction required for multicrew co-operation.

*Type rating instructor rating (helicopter)*

A type rating instructor rating (helicopter) entitles the holder to instruct licence holders for the issue of a type rating, including the instruction required for multi-crew co-operation.

*Class rating instructor rating (single-pilot aeroplane)*

A class rating instructor rating (single-pilot aeroplane) entitles the holder to instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes.

*Instrument rating instructor rating (aeroplane)*

An instrument rating instructor rating (aeroplane) entitles the holder to conduct flight instruction for the issue of an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes) for a United Kingdom Licence.

*Instrument rating instructor rating (helicopter)*

An instrument rating instructor rating (helicopter) entitles the holder to conduct flight instruction for the issue of an instrument rating (helicopter) for a United Kingdom Licence.

**5** For the purposes of this Section:

“Day” means the time from half an hour before sunrise until half an hour after sunset (both times exclusive), sunset and sunrise being determined at surface level;

“Solo flight” means a flight on which the pilot of the aircraft is not accompanied by a person holding a pilot’s licence granted or rendered valid under this Order;

“Cross-country flight” means any flight during the course of which the aircraft is more than three nautical miles from the aerodrome of departure.

**Section 2 – Aircraft and instructor ratings which may be included in United Kingdom aeroplane pilot’s Licences and National Private Pilot’s Licences (Aeroplanes)**

**1** The following ratings may be included in a United Kingdom aeroplane pilot licence or a National Private Pilot’s Licence (Aeroplanes) granted under Part 7, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence has the consequences specified as follows.

*Microlight class rating*

- (1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a microlight class rating entitles the holder to act as pilot in command of any microlight aeroplane.
- (2)
  - (a) If the current certificate of revalidation for the rating is endorsed “single seat only” the holder is only entitled to act as pilot in command of any single seat microlight aeroplane.
  - (b)
    - (i) If the aeroplane has:
      - (aa) three axis controls and the holder’s previous training and experience has only been in an aeroplane with flexwing/weightshift controls;
      - (bb) flexwing/weightshift controls and the holder’s previous training and experience has only been in an aeroplane with three axis controls;
      - or
      - (cc) more than one engine,
 before exercising the privileges of the rating the holder must complete appropriate differences training.
    - (ii) The differences training must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder’s personal flying logbook and endorsed and signed by the instructor conducting the training.

- (c) (i) Where the aeroplane is to be operated from water during take-off and landing, before exercising the privileges of the rating the holder must—
  - (aa) complete appropriate differences training; and
  - (bb) attain a pass in the Private or Professional Seamanship examination.
- (ii) The differences training must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

*SSEA class rating*

- (1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a SSEA class rating entitles the holder to act as pilot in command of any SSEA with a maximum takeoff weight authorised of not more than 2000 kg excluding any such aeroplane which is a SLMG or a microlight aeroplane.
- (2) (a) If the current certificate of revalidation for the rating is endorsed "single seat only" the holder is only entitled to act as pilot in command of a single seat SSEA.
  - (b) (i) If the aeroplane:
    - (aa) is fitted with a tricycle undercarriage;
    - (bb) is fitted with a tailwheel;
    - (cc) is fitted with a supercharger or turbo-charger;
    - (dd) is fitted with a variable pitch propeller;
    - (ee) is fitted with retractable landing gear;
    - (ff) is fitted with a cabin pressurisation system; or
    - (gg) has a maximum continuous cruising speed in excess of 140 knots indicated airspeed,before exercising the privileges of the rating, the holder must complete appropriate differences training.
  - (ii) The differences training must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.
- (c) (i) If the aeroplane is to be operated from water during take-off and landing, before exercising the privileges of the rating the holder must:
  - (aa) complete appropriate differences training; and
  - (bb) attain a pass in the Private or Professional Seamanship examination.
- (ii) The differences training must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

*SLMG class rating*

- (1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a SLMG class rating entitles the holder to act as pilot in command of any SLMG.

- (2) If the current certificate of revalidation for the rating is endorsed “single seat only” the holder is only entitled to act as pilot in command of a single seat SLMG.

*Flying instructor’s rating (microlight)*

A flying instructor’s rating (microlight) entitles the holder of the licence to give instruction in flying microlight aeroplanes.

*Flying instructor’s rating (SLMG)*

A flying instructor’s rating (SLMG) entitles the holder of the licence to give instruction in flying SLMGs.

*Assistant flying instructor’s rating (microlight)*

- (1) Subject to paragraph (2), an assistant flying instructor’s rating (microlight) entitles the holder of the licence to give instruction in flying microlight aeroplanes.
- (2) (a) Such instruction must only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot’s licence endorsed with a flying instructor’s rating entitling that person to instruct on a microlight aeroplane with the same type of control system as the microlight aeroplane on which instruction is being given.
- (b) An assistant flying instructor’s rating (microlight) does not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance of that person’s—
- (i) first solo flight; or
  - (ii) first solo cross-country flight.

- 2** For the purposes of this Section, “solo flight” and “cross-country flight” have the same meaning as in Section 1.

### **Section 3 Ratings which may be included in National Private Pilot’s Licences (Helicopters)**

A helicopter type rating for a single engine helicopter with a maximum total weight authorised of 2000 kg or less may be included in a National Private Pilots Licence (Helicopters) granted under Part 7.

## **PART C – MAINTENANCE OF LICENCE PRIVILEGES**

### **Section 1 – Requirement for Certificate of Test or Experience**

#### **1 Appropriateness of certificate**

- (1) For the purposes of articles 66(2), 68(1), 69(2) or 71 the type of certificate specified in column 4 in the following table is appropriate for the flight or functions described in column 3 carried out by the holder of the type of licence specified in column 2.

Case	Class of Licence	Description of Flight	Certificate Required
A	Private Pilot's Licence (Gyroplanes)	Any flight within the privileges of the licence	Certificate of test or certificate of experience
	Private Pilot's Licence (Aeroplanes)	Any flight within the privileges of a microlight aeroplane class rating included in the licence	Certificate of test or certificate of experience
B	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	Carriage of passengers on a flight for which the holder of the licence receives remuneration	Certificate of test
C	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	For public transport	Certificate of test
D	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	For aerial work	Certificate of test or certificate of experience
E	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	Any flight within the privileges of a Private Pilot's Licence	Certificate of test or certificate of experience
F	Flight Navigator's Licence	Flights to which article 47 applies	Certificate of experience

(2) For the purposes of this Part of this Schedule, references to Cases are references to the Cases indicated in the first Column of the Table above.

#### **Certificate of test**

**2** A certificate of test required by article 66(2), 68(1) or 69(2) must be signed by a person authorised by the CAA to sign certificates of this kind and certify the following:

- (a) the functions to which the certificate relates;
- (b) that the person signing the certificate is satisfied that on a date specified in the certificate the holder of the licence or personal flying logbook of which the certificate forms a part passed an appropriate test of the holder's ability to perform the functions to which the certificate relates;
- (c) the type of aircraft or flight simulator in or by means of which the test was conducted; and
- (d) the date on which it was signed.

#### **Nature of test**

**3** The appropriate test referred to in paragraph 2:

- (a) in the case of a test which entitles the holder of the licence of which the certificate forms part to act as pilot in command or co-pilot (or both) of aircraft of the type, types or class specified in the certificate:
  - (i) is a test of the pilot's competence to fly the aircraft as pilot in command or co-pilot (or both); and
  - (ii) must where the CAA so specifies for the whole or part of a test, be conducted in an aircraft in flight or by means of a flight simulator approved by the CAA.



(b) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating (gyroplanes), an assistant flying instructor's rating (gyroplanes) or an instrument meteorological conditions rating (aeroplanes) relate:

- (i) is a test of the holder's ability to perform the functions to which the rating relates; and
- (ii) must where the CAA so specifies for the whole or part of the test, be conducted in an aircraft in flight.

#### **Period of validity of certificate of test**

- 4**
- (1) Subject to sub-paragraph (3), a certificate of test required by article 66(2) for a Commercial Pilot's Licence (Balloons) is not valid in relation to a flight made more than 13 months after the last day of the month in which the test was taken.
  - (2) Subject to sub-paragraph (3), a certificate of test required by article 66(2) or 69(3) for any other licence, is not valid in relation to a flight made more than 13 months in Cases A, B and E or more than six months in Cases C and D after the last day of the month in which the test was taken.
  - (3) In the case of Cases C and D, two certificates of test are together deemed to constitute a valid certificate of test if they certify flying tests conducted on two occasions within the period of 13 months preceding the flight on which the functions are to be performed, such occasions being separated by an interval of not less than four months, and if both certificates are appropriate to those functions.
  - (4) A certificate of test required by article 68(1) for an instrument meteorological conditions rating (aeroplanes) is not valid in relation to a flight made more than 25 months after the last day of the month in which the test was taken.
  - (5) A certificate of test required by article 68(1) for an assistant flying instructor's rating (gyroplanes) and a flying instructor's rating (gyroplanes) is not valid in relation to a flight made more than three years after the last day of the month in which the test was taken.

#### **Certificate of experience**

- 5**
- A certificate of experience required by article 66(2), 69(2) or 71 must be signed by a person authorised by the CAA to sign such a certificate and certify:
- (a) the functions to which the certificate relates;
  - (b) in the case of a pilot, that on the date on which the certificate was signed, the holder of the licence or personal flying log book of which it forms part:
    - (i) produced the personal flying log book to the person signing the certificate; and
    - (ii) satisfied the authorised person that the licence holder had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;
  - (c) in the case of a flight navigator, that on the date on which the certificate was signed, the holder of the licence of which it forms part:
    - (i) produced the licence holder's navigation logs, charts and workings of astronomical observations to the authorised person; and
    - (ii) satisfied the authorised person that the licence holder had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;

- (d) in the case of a pilot or flight engineer, the type or types of aircraft in which the experience was gained;
- (e) the date on which it was signed.

### **Period of experience**

- 6** A certificate of experience is not valid unless the experience was gained within the period of 13 months preceding the last day of the month in which the certificate was signed in the case of Cases A, E and F, or six months preceding the last day of the month in which the certificate was signed in the case of Case D.

### **Period of validity of certificate of experience**

- 7** A certificate of experience for a Commercial Pilot's Licence (Balloons) is not valid for more than 13 months after the last day of the month in which it was signed and for any other licence is not valid for more than six months after the last day in the month in which it was signed for Case D nor for more than 13 months after it was signed for any other case.

## **Section 2 – Requirement for Certificate of Revalidation**

### **Appropriate certificate of revalidation**

- 8** A certificate of revalidation required by article 67(2), 68(2) or 70 is not appropriate to the exercise of the privileges of a flight crew licence unless it is a certificate which accords with this Section.

### **Type and class ratings**

- 9** (1) Aeroplane type and class ratings
- (a) *Type ratings and multi-engine class ratings, aeroplane*
    - (i) *Validity*  
Type ratings and multi-engine class ratings for aeroplanes are valid for one year beginning with the date of issue, revalidation or renewal or the last date of the month in which the rating expires if it is revalidated within the period of three months preceding that day.
    - (ii) *Revalidation*  
For revalidation of type ratings and multi-engine class ratings, aeroplane, the applicant must satisfy the requirements for the ratings specified in paragraph FCL.740.A of Part-FCL.
  - (b) *Single-pilot single-engine class ratings*
    - (i) *Validity*  
Single-pilot single-engine class ratings are valid for two years beginning with the date of issue, revalidation or renewal or the last day of the month in which the rating expires if it is revalidated within the period of three months preceding that day.
    - (ii) *Revalidation of all single-engine piston aeroplane class ratings (land) and all touring motor glider ratings*  
For revalidation of single-pilot single-engine piston aeroplane (land) class ratings or touring motor glider class ratings (or both) the applicant must on single engine piston aeroplanes (land) or touring motor gliders (as the case may be) satisfy the requirements for the ratings specified in paragraph FCL.740.A of Part-FCL.
    - (iii) *Revalidation of single-engine turbo-prop aeroplanes (land) single-pilot*  
For revalidation of single-engine turbo-prop (land) class ratings the applicant must within the three months preceding the last day of the month in which the rating expires, pass a proficiency check with an authorised examiner on an aeroplane in the relevant class.

(iv) *Revalidation of single-engine piston aeroplanes (SEA)*

For revalidation of single-pilot single-engine piston aeroplane (SEA) class ratings the applicant must:

- (aa) within the three months preceding the last day of the month in which the rating expires, pass a proficiency check with an authorised examiner on a single-engine piston aeroplane (SEA); or
- (bb) within the 12 months preceding the last day of the month in which the rating expires, complete at least 12 hours of flight time including at least six hours of pilot in command time on either a single-engine piston aeroplane (SEA) or a single-engine piston aeroplane (land) and at least 12 water take-offs and 12 alightings on water; and either complete a training flight of at least one hour duration with a flight instructor or pass a proficiency check or skill test for any other class or type rating.

(c) *Expired ratings*

- (i) If a type rating or multi-engine class rating has expired, the applicant must meet the requirements in sub-paragraph (a)(ii) and meet any refresher training requirements as determined by the CAA and the rating will be valid from the date of completion of the renewal requirements.
- (ii) If a single-pilot single-engine class rating has expired, the applicant must complete the skill test in accordance with the requirements specified at Appendix 9 to Part-FCL.

(2) Helicopter type ratings

(a) *Type ratings, helicopter – validity*

Type ratings for helicopters are valid for one year beginning with the date of issue, or the last day of the month in which the rating expired if revalidated within the period of three months preceding that day.

(b) *Type ratings, helicopter – revalidation*

For revalidation of type ratings, helicopter, the applicant must complete the requirements specified in Paragraph FCL.740.H of Part-FCL.

(c) *Expired ratings*

If a type rating has expired, the applicant must meet the requirements in sub-paragraph (b) and meet any refresher training requirements as determined by the CAA and the rating is valid for a period beginning with the date of completion of the renewal requirements.

(3) Flight engineer type ratings

(a) *Type ratings – validity*

Flight engineer type ratings are valid for one year beginning with the date of issue, or the last day of the month in which the rating expired if revalidated within the period of three months preceding that day.

(b) *Type ratings – revalidation*

For revalidation of flight engineer type ratings the applicant must, within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on the relevant type of aircraft.

**Instrument ratings****9A** Instrument ratings(a) *Validity periods*

Instrument ratings are valid from the date of issue, revalidation or renewal to the end of the month in which they were issued, revalidated or renewed, plus one year after that date in each case.

(b) *Revalidation and renewal of expired ratings*

## (i) Instrument rating – aeroplane

For revalidation of instrument ratings aeroplane the applicant must complete the requirements specified in paragraph FCL.625.A of Part-FCL.

## (ii) Instrument rating – helicopter

For revalidation of instrument ratings helicopter the applicant must complete the requirements specified in paragraph FCL.625.H of Part-FCL.

(c) *Expired Instrument Ratings*

If the instrument rating has expired the applicant must complete the renewal requirements specified in paragraphs FCL.625(c) and FCL.625(d) of Part FCL.

**Instructor ratings****9B** Instructor Ratings(a) *Validity periods*

Instructor ratings are valid from the date of issue, revalidation or renewal to the end of the month in which they were issued, revalidated or renewed, plus three years after that date in each case.

(b) *Revalidation and renewal of expired ratings*

In the following table, for an instructor rating listed in column 1 the requirements for revalidation are those set out in column 2 and for expired ratings the renewal requirements are those set out in column 3:

<b>Rating</b>	<b>Revalidation requirement (Part-FCL)</b>	<b>Renewal requirement (Part-FCL)</b>
Flight instructor (aeroplane) Flying instructor's rating (aeroplanes) Assistant flying instructor's rating (aeroplanes)	FCL.940.FI(a) and (b)	FCL.940.FI(c)
Flight instructor (helicopter) Flying instructor's rating (helicopters) Assistant flying instructor's rating (helicopters)	FCL.940.FI(a) and (b)	FCL.940.FI(c)
Type rating instructor rating (multi-pilot aeroplane)	FCL.940.TRI(a)	FCL.940.TRI(b)
Type rating instructor rating (helicopter)	FCL.940.TRI(a)	FCL.940.TRI(b)
Class rating instructor rating (single pilot aeroplane)	FCL.940.CRI(a) and (b)	FCL.940.CRI(c)
Instrument rating instructor rating (aeroplane)	FCL.940.IRI	FCL.940.IRI
Instrument rating instructor rating (helicopter)	FCL.940.IRI	FCL.940.IRI

**Forms of certificate of revalidation**

- 10** (1) A certificate of revalidation required by article 65(2), 66(2) or 68 must be signed by a person authorised by the CAA to sign certificates of this kind and certify—
- (a) the functions to which the certificate relates;
  - (b) that the person signing the certificate is satisfied that on a date specified in the certificate, the holder of the licence of which the certificate forms a part met the appropriate requirements for revalidation specified for the rating, in the case of an aircraft rating in paragraph 9, in the case of an instrument rating in paragraph 9A and in the case of any other rating in the Table in paragraph 9B;
  - (c) the type of aircraft or flight simulator in or by means of which the test was conducted; and
  - (d) the date on which it was signed.

**Section 3 – Requirement for a Certificate of Revalidation to maintain the validity of a rating specified in Sections 2 and 3 of Part B**

- 11** (1) A certificate of revalidation required by article 69(1) for a SSEA class rating, a microlight class rating or an SLMG class rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify:
- (a) the rating to which the certificate relates;
  - (b) that on a specified date the holder has satisfied the relevant requirements for issue in accordance with Table 1 and Table 2;
  - (c) the specified date; and
  - (d) the date on which the period of validity of the certificate expires in accordance with Table 3.
- (2) In the case of a certificate of revalidation for a class rating which is being issued on the basis of paragraph 1(b) of Table 2, so that the holder of the licence has satisfied the experience requirements but without having had a flight with an instructor as part of that experience, the person signing the certificate must endorse the certificate “single seat only”.
- (3) The new certificate is valid for 24 months in addition to the remainder of the month in which the date of issue falls.

**Table 1** Requirements for issue of a certificate of revalidation for an aeroplane class rating included in Section 2 of Part B

	Circumstances	Description of Flight
1	On initial issue by the CAA	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the licence application form in an aeroplane of the class for which the certificate of revalidation is sought
2	There is a current valid certificate of revalidation for the rating	The holder of the licence has: <ul style="list-style-type: none"> <li>(a) passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought; or</li> <li>(b) produced their personal flying log book to the authorised person signing the certificate and satisfied the authorised person that the holder satisfied the experience requirements specified in Table 2</li> </ul>

	<b>Circumstances</b>	<b>Description of Flight</b>
3	The last previous certificate of revalidation for the rating expired less than five years before the date on which the new certificate is to be signed	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought
4	The last previous certificate of revalidation for the rating expired five years or more before the date on which the new certificate is to be signed	The holder of the licence has passed: (a) a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought; and (b) an oral theoretical knowledge examination conducted by the authorised examiner as part of the NPPL General Skill Test

**Table 2** Experience requirements for issue of certificate of revalidation in accordance with paragraph 2(b) of Table 1

	<b>Circumstances</b>	<b>Experience Requirements</b>
1	Where one aeroplane class rating is held	<p>(a) The holder has, as a pilot, in an aeroplane specified in the aeroplane class rating and within the period of validity of the current certificate of revalidation for the rating:</p> <ul style="list-style-type: none"> <li>(i) flown at least 12 hours which includes at least 8 hours as pilot in command;</li> <li>(ii) completed at least 12 take-offs and 12 landings;</li> <li>(iii) subject to sub-paragraph (b), undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; and</li> <li>(iv) flown at least six hours in the 12 months preceding the specified date</li> </ul> <p>(b) If the holder has not undertaken the flying training specified in paragraph 1(a)(iii) a certificate of revalidation may be issued but must be endorsed "single seat only"</p>
2	Where two or three aeroplane class ratings are held	<p>(a) The holder has, as a pilot, within the period of validity of the current certificate of revalidation for each rating:</p> <ul style="list-style-type: none"> <li>(i) flown a total of at least 12 hours in an aeroplane coming within any of the aeroplane class ratings which are held which includes at least a total of eight hours as pilot in command;</li> <li>(ii) completed not less than 12 take-offs and 12 landings in an aeroplane coming within any of the aeroplane class ratings which are held;</li> <li>(iii) subject to sub-paragraph (b), in an aeroplane coming within each of the aeroplane class ratings which are to be revalidated, either: <ul style="list-style-type: none"> <li>(aa) flown at least one hour as pilot in command; or</li> <li>(bb) undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class;</li> </ul> </li> </ul>

	Circumstances	Experience Requirements
		<p>(iv) subject to sub-paragraph (b), undertaken at least one hour of flying training in aeroplanes coming within any of the aeroplane class ratings which are held, with instructors entitled to give instruction on aeroplanes of those classes; and</p> <p>(v) flown at least six hours in the 12 months preceding the specified date in an aeroplane coming within any of the aeroplane class ratings which are held.</p> <p>(b) If the holder has flown at least one hour as pilot in command as specified in paragraph 2(a)(iii)(aa) but has not undertaken the flying training specified in paragraph 2(a)(iv) a certificate of revalidation may be issued but must be endorsed "single seat only".</p>

**Table 3** Removed.

- 12** (1) A certificate of revalidation required by article 69(1) for a flying instructor's rating (SLMG), a flying instructor's rating (microlight), or an assistant flying instructor's rating (microlight) must be signed by a person authorised by the CAA to sign certificates of this kind and certify:
- (a) the rating to which the certificate relates;
  - (b) that on a specified date the holder has passed an appropriate test of the holder's ability to exercise the privileges of the rating;
  - (c) the specified date; and
  - (d) the date on which the period of validity of the certificate expires in accordance with Table 4.
- (2) Such a certificate of revalidation remains valid in accordance with Table 4.

**Table 4** Period of validity of certificate of revalidation for a flying instructor's rating included in Section 2 of Part B

Circumstances	Period of validity for a certificate of revalidation for a flying instructor's rating (microlight and/or SLMG)	Period of validity for a certificate of revalidation for an assistant flying instructor's rating (microlight)
Whether or not a previous certificate is valid on the specified date of the instructor flight and ground test	The new certificate is valid for 25 months from the date of test	The new certificate is valid for 13 months from the date of test
<p><b>13</b> (1) A certificate of revalidation required by article 69 for a helicopter type rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify:</p> <ul style="list-style-type: none"> <li>(a) the rating to which the certificate relates;</li> <li>(b) that on a specified date the holder has satisfied the requirements of FCL.740 and FCL.740.H of Part-FCL;</li> <li>(c) the specified date; and</li> <li>(d) the date on which the period of validity of the certificate expires in accordance with paragraph (2).</li> </ul> <p>(2) The new certificate is valid for 12 months in addition to the remainder of the month in which the date of issue falls.</p>		

INTENTIONALLY LEFT BLANK



## Section 8 Licensing Action and Regulation Enforcement

### 1 General

The terms “licensing action” and “regulation enforcement” have distinct and different meanings in the context of actions taken by the CAA.

**Regulation Enforcement** – A contravention of aviation legislation is a criminal offence and such cases will be assessed and investigated by the Aviation Regulation Enforcement Department (ARE) of the CAA with a view to prosecution. If a prosecution is successful, the penalties or sanctions to be imposed on the licence holder will be determined by the court; this is an activity that is separate from licensing action.

**Licensing Action** – Licensing action means the variation, suspension or revocation of a licence by Licensing and Training Standards Division within the Safety Regulation Group of the CAA. Licensing action will be considered if the CAA has reasonable cause to doubt the qualification or competence of a licence holder or that the individual is a fit person to hold a licence. The purpose of licensing action is to ensure safety; it is not the CAA's policy to revoke, suspend or vary licences in order to punish licence holders.

### 2 Licensing action

#### 2.1 Licences issued by the CAA under the Air Navigation Order

The Air Navigation Order states that the CAA will issue a Flight Crew Licence when it is satisfied that the applicant is a fit person to hold a licence and is qualified to do so by having the knowledge, experience, competence, skill and physical and mental fitness to act in the capacity to which the licence relates. The CAA is obliged to remain satisfied in these respects on a continuing basis. If the CAA becomes aware of information that gives cause to doubt a licence holder's fitness and qualification to hold a licence it is obliged to consider this and where necessary to take action to restrict or prevent further flying by that pilot until it is again satisfied with respect to fitness and qualification.

As licensing action involves the use of discretionary powers, the CAA must consider each case according to the particular circumstances. However, licensing action will generally be considered by Licensing and Training Standards against the following criteria:

**Competence** – Any pilot whose flying ability is called into question is subject to consideration for licensing action.

**Qualification** – Any licence holder who acts outside of the privileges for which they are qualified is subject to consideration for licensing action.

**Fitness** – Fitness in this context means fitness of character. The CAA will consider all relevant matters, including whether the holder has demonstrated a propensity not to obey the law or to act dishonestly or without integrity. Information that may call into question a licence holder's fitness includes, but is not limited to:

- a) Drug related offences/activities. If the licence holder is suspected of taking drugs that would cast doubt on their fitness of character and medical fitness. If a licence holder is convicted of dealing in illegal drugs or of drug trafficking, this would cast doubt on their fitness to hold a position of responsibility such as instructor or examiner. There are international (ICAO and UN) obligations for authorities to take action against pilots who engage in drug trafficking.
- b) Alcohol. If there are credible reports of a licence holder “performing an aviation function whilst intoxicated” this will cast doubt on medical fitness as well as on being a “fit person”.
- c) Criminal convictions. Anyone convicted of serious violent, sexual, drug-related or financial offences is unlikely to be regarded as a fit and proper person to hold an instructor rating or examiner authorisation.
- d) Falsification of, or failure to keep, records. Where the CAA receives credible information alleging falsification of records relating to flying training, flying tests, examinations, log books etc, (or of failure to keep such records where this is a requirement) licensing action may be taken, particularly in the case of an instructor or examiner.
- e) Propensity not to comply with rules and regulations. Anyone displaying such a propensity in a manner detrimental to safety, particularly if it is likely to adversely influence the behaviour of others, may be considered unfit to hold a licence.
- f) Any other action that would impact on flight safety or the safety of persons on the ground.

## 2.2 **Licences issued by the CAA under European regulations**

Under European regulations the CAA must comply with Part-ARA (Annex VI of the Aircrew Regulation), which includes the following:

### **ARA.FCL.250 Limitation, suspension or revocation of licences, ratings and certificates**

- (a) The competent authority shall limit, suspend or revoke as applicable a pilot licence and associated ratings or certificates in accordance with ARA.GEN.355 in, but not limited to, the following circumstances:
  - (1) obtaining the pilot licence, rating or certificate by falsification of submitted documentary evidence;
  - (2) falsification of the logbook and licence or certificate records;
  - (3) the licence holder no longer complies with the applicable requirements of Part-FCL;
  - (4) exercising the privileges of a licence, rating or certificate when adversely affected by alcohol or drugs;
  - (5) non-compliance with the applicable operational requirements;
  - (6) evidence of malpractice or fraudulent use of the certificate; or
  - (7) unacceptable performance in any phase of the flight examiner’s duties or responsibilities.
- (b) The competent authority may also limit, suspend or revoke a licence, rating or certificate upon the written request of the licence or certificate holder.
- (c) All skill tests, proficiency checks or assessments of competence conducted during suspension or after the revocation of an examiner’s certificate will be invalid.

It can be seen that these specific circumstances are similar to many of those that the CAA includes when considering licensing action in respect of national licences. However, Part-ARA states that licensing action is “not limited to” these particular circumstances. For cases that do not come within the specific wording of ARA. FCL.250(a) paragraphs (1) to (7), the CAA will act in the same manner as for a licence issued under the Air Navigation Order.

INTENTIONALLY LEFT BLANK

## Section 9 Exemptions

### Part A Exemptions to EASA Part-FCL or Part-ORA

#### 1 Introduction

Articles 14(4) and 14(5) Regulation (EC) 216/2008 provide certain flexibility provisions which Member States may exercise.

Article 14(4) Member States may grant exemptions from the substantive requirements laid down in this Regulation and its implementing rules in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected. The Agency, the Commission and the other Member States shall be notified of any such exemptions as soon as they become repetitive or where they are granted for periods of more than two months.

Article 14(5) The Agency shall assess whether the exemptions notified by a Member State are less restrictive than the applicable Community provisions and, within one month of being notified thereof, shall issue a recommendation in accordance with Article 18(b) on whether these exemptions comply with the general safety objectives of this Regulation or any other rule of Community law.

If an exemption does not comply with the general safety objectives of this Regulation or any other rule of Community law, the Commission shall take a decision not to permit the exemption in accordance with the procedure referred to in Article 65(7). In such a case, the Member State concerned shall revoke the exemption.

#### 2 Application

2.1 Exemptions issued under Article 14(4) can be used to exempt from any EASA rule or requirement. Applicants for exemptions shall provide written justification to the CAA as to:

- a) why the circumstances were not foreseen and are urgent; or
- b) why there is an urgent operational need; and
- c) why the level of safety will not be adversely affected, (including compensatory measures).

Applicants shall also identify the requirements against which the exemption is requested, the requested start and end dates of the exemption, and whether the exemption is a repeat of a previous exemption.

### **3 Authorisation**

- 3.1 Exemptions will be issued to the proposer only when the CAA is satisfied that:
- a) the applicable criteria have been met and that all applicable procedures have been completed; and
  - b) the level of safety is not affected.

### **4 Duration/Repetition**

Where any exemption becomes repetitive or has a duration greater than 2 months, its existence must be notified by the Member State to the Commission, EASA and the other Member States. EASA will review the circumstances and advise the Commission. The Commission will then decide whether the exemption can remain in force or must be revoked.

### **5 Fees and Charges**

If the CAA agrees to issue the exemption there will be a fee for evaluating the application and compiling the exemption, which must be paid before the exemption is issued. A higher fee is charged for an exemption that must be notified due to the additional work involved in responding to any requests for clarification from EASA or the Commission. See the CAA's published scheme of charges. Fees will not be refunded, even if the Commission subsequently directs that the exemption be revoked.

## **Part B                      Exemptions from the provisions of the Air Navigation Order**

### **1                      Introduction**

Article 242 of the Air Navigation Order provides for the CAA to exercise discretion to issue exemptions to certain provisions of the Order.

Article 242 states:

The CAA may exempt from any of the provisions of this Order (other than articles 120, 149, 151, 223, 224, 225, 230, and 243) or any regulation made under this Order, any aircraft or persons or classes of aircraft or persons, subject to such conditions as it thinks fit.

### **2                      Application**

2.1                      Applicants for exemptions shall provide written justification to the CAA as to:

- a) why the exemption is requested;
- b) why the need for the exemption could not have been avoided; and
- c) why the level of safety will not be adversely affected, (including compensatory measures).

Applicants shall identify the requirements against which the exemption is requested and the requested start and end dates of the exemption.

### **3                      Authorisation**

3.1                      Exemptions may be issued to the proposer only when the CAA is satisfied that:

- a) the exemption is justifiable; and
- b) the level of safety is not adversely affected.

### **4                      Fees and Charges**

The CAA may charge a fee to consider the application for the exemption. See the CAA's published scheme of charges.

INTENTIONALLY LEFT BLANK



## Part II – Contents

### Section 5 UK National Licences

#### Part A UK NPPL for Aeroplanes, Microlights, Self Launching Motor Gliders and Helicopters

- Subpart 1 Simple Single-engine Aeroplane (SSEA)/Self Launching Motor Gliders (SLMG)
- Subpart 2 UK National Pilot Licence for Microlights – UK NPPL(A) Microlight/Powered Parachute
- Subpart 3 Allowances Against Training for an NPPL(A)

#### Part B UK Private Pilot Licences (PPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft

- Subpart 1 UK PPL(A) – Aeroplanes
- Subpart 2 UK Private Pilot Licence for Balloons and Airships – UK PPL(BA)
- Subpart 3 UK PPL(G) – Gyroplanes
- Subpart 4 UK PPL(H) – Helicopters
- Subpart 5 UK PPL(Unmanned) – Unmanned Aircraft

#### Part C UK Commercial Pilot Licence (CPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft

- Subpart 1 UK CPL(A) – Aeroplanes
- Subpart 2 UK Commercial Pilot Licence for Balloons – UK CPL(B)
- Subpart 3 UK CPL(G) – Gyroplanes
- Subpart 4 UK CPL(H) – Helicopters
- Subpart 5 UK CPL(Unmanned) – Unmanned Aircraft
- Subpart 6 UK CPL(As) – Airships

#### Part D UK Airline Transport Pilot Licences (ATPL) for Aeroplanes and Helicopters

- Subpart 1 UK ATPL(A) – Aeroplanes
- Subpart 2 UK ATPL(H) – Helicopters

#### Part E The UK Instrument Meteorological Conditions Rating

INTENTIONALLY LEFT BLANK

## Part II – IEM and Supplementary Information

### Section 5 UK National Licences

#### Part A UK NPPL for Aeroplanes, Microlights, Self Launching Motor Gliders and Helicopters

#### Subpart 1 Simple Single-engine Aeroplane (SSEA)/Self Launching Motor Gliders (SLMG)

##### Introduction

The National Private Pilots Licence (NPPL) has been available since 30th July 2002, and is issued by the CAA. The CAA accepts recommendations from two organisations for the issue of individual licences and Class Ratings in NPPLs; they are the British Microlight Aircraft Association (BMAA) and the National Pilots Licensing Group Limited (NPLG Ltd). The NPLG Ltd is a company representing the Light Aircraft Association (LAA), British Gliding Association (BGA) and the Aircraft Owners and Pilots Association (AOPA).

The BMAA and the NPLG Ltd provide information and advice to members of the public on all NPPL issues.

For microlight and powered parachute advice contact the BMAA.

Contact:

NPLG Ltd at [www.nationalprivatepilotslicence.co.uk](http://www.nationalprivatepilotslicence.co.uk) or

BMAA at [www.bmaa.org](http://www.bmaa.org)

##### Important Note:

The following information is for guidance purposes only and has been supplied by the aforementioned organisations. Applicants wishing to obtain an NPPL should refer to the NPPL web site at [www.nationalprivatepilotslicence.co.uk](http://www.nationalprivatepilotslicence.co.uk) to ensure that the information is still current and has not changed since publication of this document.

The arrangements put in place for the NPPL enable the administration of training and checking of compliance with the applicable standards to be carried out by these organisations who, when satisfied, will recommend to the CAA that a licence or rating be issued. The NPPL is intended to meet the needs of those who wish to undertake recreational flying and the requirements are not as demanding as those of the EASA-PPL. For the NPPL the minimum medical requirement is for the specified declaration of medical fitness to be completed by the applicant and endorsed by their General Practitioner, who must have access to their medical records.

#### (A) SSEA Syllabus

##### Foreword

This syllabus, for the National Private Pilot Licence Simple Single-engine Aeroplane (NPPL(SSEA)) conforms to the agreed requirements of the United Kingdom Civil Aviation Authority (CAA) for the training of pilots for the grant of a UK National Private Pilot Licence (SSEA). This syllabus is acceptable to the Authority.

## SECTION 1

### INTRODUCTION

The purpose of this syllabus is to give guidance to instructors who are involved in the task of training pilots and to student pilots for the United Kingdom National Private Pilot Licence Simple Single-engine Aeroplane. (NPPL (SSEA)).

### TRAINING OBJECTIVES

Each course is to be designed so that the students or the pilots under training are given the experience, the competence in flying, and the knowledge of aviation technical matters demanded by the ground and flight tests as laid down in this syllabus for the initial issue of a National Private Pilot Licence. To enable them to use the aeroplanes and facilities of the private flying environment within the privileges of the licence, in a safe and responsible manner within their own limitations.

### CO-ORDINATION OF TRAINING

The co-ordination of ground and flight training is a necessary and important part of any pilot course. Care should be exercised when conducting the course to ensure that flying training exercises are compatible with the student's ground training progress.

### SUMMARY OF MINIMUM TRAINING HOURS

DUAL: 22.00 hours to include: 1 hour instrument appreciation.

SOLO: 10.00 hours.

TOTAL: 32.00 hours -(Excluding Navigation Skill Test and General Skill Test).

### GROUND TRAINING

This consists of all the theoretical knowledge required for the course. No mandatory lecture periods are laid down and training may consist of directed self study.

### DEFINITIONS

The following definitions provide a general guide to the briefings given, but may vary in length and content dependent on the individual students' needs.

**Long Briefing** – A detailed explanation and discussion conducted by the flight instructor of the major considerations of an air exercise. The normal length should be approximately 30 minutes and may be given to an individual student, or as an informal lecture to two or more students.

**Pre-flight Briefing** – A practical exposition by the flight instructor and lasting 10-15 minutes, on the contents of a specific flight lesson. This normally includes a statement of the aims, a brief revision of the practical aspects of any Principles of Flight involved, a statement of exactly what air exercises are to be taught by the instructor and practised by the student, and how, when and by whom the aeroplane is to be operated within the limits imposed by airmanship, weather and flight safety. These limits may vary with a particular flight and will be appropriate to the student's stage of training. The order in which the content is given may vary according to the instructor's judgement and the student's experience.

**Post-flight Discussion** – A few minutes devoted by the instructor immediately after a specific lesson to consolidate the major points made during the flight, clarify any queries the student may have and review progress made by the student, using fault analysis or praise as necessary, and finally to indicate the nature of the next lesson.

**Theoretical Subjects** – The essential knowledge needed by students to comprehend the constraints of their intended operating environment and its inter-relationship with the operation of an aeroplane within their personal limitations. The subject material may be covered by classroom lectures or by directed self study.

*Explanatory Note* – It should be appreciated that the wide coverage of theoretical subjects in the syllabus is due to the need for a student to develop a broad appreciation of the many factors concerned with the safe operation of aircraft, an appreciation which must be inculcated during training rather than afterwards. However, the need to have an “in depth” knowledge of the specified subject material will be confined to a limited number of items.

## **AIR EXERCISES**

The numbering of the air exercises is to be used primarily as a reference list and instructional sequencing guide only. Demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

- The student’s progress and ability
- Instructional technique considerations
- The weather conditions affecting the flight
- The local operating environment
- The flight time available

## **PRIMARY REFERENCE MATERIAL**

National AIP and NOTAMS

Aeronautical Information Circulars

The Air Navigation Order

CAP 804

CAP 413 - Radio Telephony Manual (latest edition)

Aeronautical Charts 1:500,000

Aircraft Owners/Flight Manual/Pilot’s Operating Handbook

Safety Equipment - Manufacturers Recommendations and Instruction Leaflets

Accident Information Bulletins

General Aviation Safety Sense Leaflets

ICAO Documents: Convention; Annexes 2, 7, 8, 11, 14; and Doc. 4444

## **SECTION 2**

### **NATIONAL PRIVATE PILOT LICENCE**

#### **Simple Single-engine Aeroplane (SSEA) Course**

#### **COURSE OBJECTIVES**

The course shall be designed so that student pilots are given adequate theoretical knowledge and flight training in order to ensure they are capable of **safely** operating an aeroplane whilst flying in weather conditions appropriate to the **visual flight rules**.

#### **COURSE DESCRIPTION**

The course shall be undertaken at an Air Training Organisation within the UK or Isle of Man and the required theoretical knowledge and flying training for the course is as follows:

#### **Theoretical Knowledge Subjects:**

The theoretical knowledge syllabus of the NPPL(SSEA) course shall cover the following:

##### **Air Law**

##### **Aeroplane General Knowledge**

##### **Flight Performance and Planning**

##### **Human Performance and Limitations**

##### **Meteorology**

## **Navigation**

## **Operational Procedures**

## **Principles of Flight**

## **Communications**

These subjects shall be covered by the use of lectures or by a course of directed study including self study at home. Full details of the theoretical knowledge subjects are shown in Section 3 of this syllabus.

Privileges of the NPPL, in addition to the Theoretical knowledge syllabus, the course shall include an explanation of the privileges and limitations of the NPPL and the requirement for revalidation and renewal of Ratings.

## **Flight Training**

Flight instruction shall be given by flight instructors qualified in accordance with UK National Licensing requirements or Part-FCL and shall be sufficient to cover the following flight procedures and manoeuvres:

- pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- control of the aeroplane by external visual reference;
- flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;
- flight at critically high airspeeds; recognition of, and recovery from spiral dives;
- normal and cross wind take-offs and landings, landing at unlicensed strips, shortfield/grass field operation;
- maximum performance (short field and obstacle clearance) take-offs; short field landings;
- instrument appreciation;
- cross-country flying using visual reference and dead reckoning;
- emergency operations, including simulated aeroplane equipment malfunctions;

and operations to, from and transiting controlled aerodromes, compliance with air traffic services, procedures, radiotelephony procedures and phraseology.

Full details of the air exercises to cover the above items are shown in Section 4 of this syllabus.

An applicant for an NPPL must complete at least 32 hours flight time as pilot of aeroplanes. Of the 32 hours, a minimum of 22 hours dual including 1 hour of instrument appreciation and 10 hours solo must be completed. The Navigation Skill Test and General Skill Test are not included in the course hours.

Of the minimum 10 hours solo, a student must complete at least four hours of solo cross country flight, including one cross country of at least 185km (100 nm) in the course of which full stop landings at two aerodromes other than the aerodrome of departure shall be made.

**Entry to training:** Before being accepted for training, an applicant should be informed of the medical requirements laid down prior to first solo and application for an NPPL.

**Minimum age for first solo:** 16 years.

**Minimum medical requirement to fly solo and for the issue of the NPPL (SSEA) restricted to no passengers:** Driver and Vehicle Licensing Agency (DVLA) Group 1 car driving medical standards.

**Minimum age for issue of NPPL (SSEA):** 17 years

**Minimum medical requirements to carry passengers on issue of NPPL (SSEA):** A medical declaration from the pilot's GP, equivalent to the DVLA Group 2 professional driving medical standard; or a Part-FCL medical certificate.

### **Training Aeroplanes**

An adequate fleet of training aeroplane(s) equipped and maintained to the relevant BCAR/EASA standards shall be provided by the flying club or training organisation. Training conducted on aeroplanes having a certificate of airworthiness will enable an applicant to obtain a Simple Single-engine Aeroplane class rating for National Private Pilot Licence issue. Each aeroplane shall be fitted with duplicated primary flight controls for use by the flight instructor and the student: swing-over flight controls shall not be acceptable. The fleet should include, as appropriate to the courses of training, aeroplane(s) suitable for demonstrating stalling and spin avoidance. Types of aeroplane used for training shall be approved by the Authority for training purposes.

### **Training Aerodromes**

Training for the NPPL may be conducted at any UK training aerodrome.

### **Theoretical Knowledge Examination**

Applicants for a National Private Pilot Licence shall pass a written examination to demonstrate that they hold a level of aeronautical knowledge appropriate to the holder of a Part-FCL Private Pilot Licence. NPPL holders who obtain their licences before 8 April 2018 may, if they so wish, up-grade to a full Part-FCL PPL at some future time and therefore, in view of this possibility, the theoretical knowledge examinations undertaken by NPPL applicants will be the same as those set for the Part-FCL PPL(A) examinations.

### **Navigation Skill Test**

Applicants for the NPPL shall pass a Navigation Skill Test with an examiner prior to undertaking the qualifying solo cross-country flight.

### **General Skill Test**

Applicants for the NPPL shall demonstrate their ability to perform procedures and manoeuvres in an aeroplane for an examiner to assess their competency to hold an NPPL.

### **Validity periods of examinations for applicants for the National Private Pilot Licence (SSEA):**

All the theoretical knowledge examinations must be passed within a period of 18 months counted from the end of the month when the applicant first attempted an examination. Passes will remain valid for licence issue for a period of 24 months from the date of successful completion of the final examination. All theoretical knowledge examinations must be completed before taking the General Skill Test.

The General Skill Test must be undertaken within 6 months of completing the flying training, and all sections of the test must be completed within a period of 6 months.

## **SECTION 3**

### **THEORETICAL KNOWLEDGE SUBJECTS**

#### **AIR LAW**

#### **LEGISLATION**

#### **The Convention on International Civil Aviation**

#### **The International Civil Aviation Organisation (ICAO)**

Articles of the Convention relevant to pilots:

- 1 Sovereignty
- 2 Territory
- 5 Flight over territory of Contracting States
- 10 Landing at customs airports
- 11 Applicability of air regulations
- 12 Rules of the air
- 13 Entry and clearance regulations of Contracting States
- 16 Search of aircraft
- 22 Facilitation of formalities
- 23 Customs and immigration procedures
- 24 Customs duty
- 29 Documents to be carried in aircraft
- 30 Use of aircraft radio equipment
- 31 Certificate of airworthiness
- 32 Licences of personnel
- 33 Recognition of certificates and licences
- 34 Journey log books
- 35 Cargo restrictions
- 36 Restrictions on use of photographic equipment
- 37 Adoption of international standards and procedures
- 39 Endorsements of certificates and licences
- 40 Validity of endorsed certificates and licences

### **Annexes to the Convention (ICAO Annexes)**

#### Annex 7 Aircraft nationality and registration marks

- definitions
- aircraft registration marks
- certificate of registration
- identification plate

#### Annex 8 Airworthiness of aircraft

- definitions
- certificate of airworthiness
- continuing airworthiness
- validity of certificate of airworthiness
- instruments and equipment
- aircraft limitations and information

### **Rules of the air**

#### Annex 2 Rules of the air

- definitions
- applicability
- general rules
- visual flight rules
- signals (Appendix 1)
- interception of civil aircraft (Appendix 2)

### **Air traffic regulations and air traffic services**

#### Annex 11 Air traffic regulations and air traffic services



- definitions
- objectives of air traffic services
- classification of airspace
- flight information regions, control areas and control zones
- air traffic control services
- flight information services
- alerting service
- visual meteorological conditions
- instrument meteorological conditions
- in-flight contingencies

#### Annex 14 Aerodrome data

- definitions
- conditions of the movement area and related facilities

#### Visual aids for navigation

- indicators and signalling devices
- markings
- lights
- signs
- markers
- signal area

#### Visual aids for denoting obstacles

- marking of objects
- lighting of objects

#### Visual aids for denoting restricted use of areas

#### Emergency and other services

- fire and rescue service
- apron management service
- aerodrome ground lights and surface marking colours
- colours for aeronautical ground lights
- colours for surface markings

### **ICAO Doc. 4444 – Air Traffic Management – Procedures for air traffic services**

#### General provisions

- definitions
- ATS operating practices
- flight plan clearance and information
- control of air traffic flow
- altimeter setting procedures
- wake turbulence information
- meteorological information
- air reports (AIREP)

#### Area control service

- separation of controlled traffic in the various classes of airspace
- pilots, responsibility to maintain separation in visual meteorological conditions (VMC)
- emergency and communication failure, procedures by the pilot
- interception of civil aircraft

#### Approach control service

- departing and arriving aircraft procedures in VMC

#### Aerodrome control service

- function of aerodrome control towers
- visual flight rules (VFR) operations
- traffic and circuit procedures
- information to aircraft
- control of aerodrome traffic

#### Flight information and alerting service

- air traffic advisory service
- objectives and basic principles

#### National operating rules and procedures

- reference to the ANO The Order and Regulations
- reference to the UK AIP
- airspace restrictions and hazards
- reference to specific national Aeronautical Information Publications (AIPs)

### **European Aviation Safety Agency (EASA) Part-FCL Requirements**

#### Part-FCL Subpart A - General requirements

- FCL.015 Application and issue of licences, ratings and certificates
- Part-MED Medical fitness
- FCL.035 Crediting of flight time and theoretical knowledge
- FCL.050 Recording of flight time

#### Part-FCL Subpart A - Student Pilot

- FCL.020 Requirements
- FCL.020 Minimum age
- Part-MED Medical fitness

#### Part-FCL Subpart C - Private pilot licence

- FCL.200 Minimum age
- Part-MED Medical fitness
- FCL.205/205A Privileges and conditions
- FCL.210A Experience and crediting
- FCL.210 Training course
- FCL.215 Theoretical knowledge examination
- FCL.235 Skill test

#### Part-FCL Subpart G -Instrument rating

- FCL.605 IR-Privileges

#### Part-FCL Subpart H -Type and class ratings

- FCL.710 Type and class ratings - variants
- FCL.700 Circumstances in which type or class ratings are required
- FCL.740 Validity, revalidation and renewal

#### Part-FCL Subpart J -Instructor ratings

- FCL.900 Instructor certificates - general

#### Reference to EU-OPS 1

Recommended reference material to cover this aspect is as follows:

CAP 393 – Air Navigation: the Order and Regulations (as amended).

The UK AIP: General (GEN) and En-route (ENR) (as amended).

## **Aeroplane General Knowledge**

### **AIRFRAME**

Airframe structure

- components
- fuselage, wings, tailplane, fin
- primary flying controls
- trim and flap/slat systems
- landing gear
- nose wheel, including steering
- tyres, condition
- braking systems and precautions in use
- retraction systems

Airframe loads

- static strength
- safety factor
- control locks and use
- ground/flight precautions

### **POWERPLANT**

Engines – general

- principles of the four stroke internal combustion engine
- basic construction
- causes of pre-ignition and detonation
- power output as a function of RPM

Engine cooling

- air cooling
- cowling design and cylinder baffles
- design and use of cowl flaps
- cylinder head temperature gauge

Engine lubrication

- function and methods of lubrication
- lubrication systems
- methods of oil circulation
- oil pump and filter requirements
- qualities and grades of oil
- oil temperature and pressure control
- oil cooling methods
- recognition of oil system malfunction

Ignition systems

- principles of magneto ignition
- construction and function
- purpose and principle of impulse coupling
- serviceability checks, recognition of malfunctions

- operational procedures to avoid spark plug fouling

#### Carburation

- principles of float type carburettor
- construction and function
- methods to maintain correct mixture ratio
- operation of metering jets and accelerator pump
- effect of altitude
- manual mixture control
- maintenance of correct mixture ratio
- limitations on use at high power
- avoidance of detonation
- idle cut-off valve
- operation and use of primary controls
- air induction system
- alternate induction systems
- carburettor icing, use of hot air
- injection systems, principles and operation

#### Aero engine fuel

- classification of fuels
- grades and identification by colour
- quality requirements
- inspection for contamination
- use of fuel strainers and drains

#### Fuel systems

- fuel tanks and supply lines
- venting system
- mechanical and electrical pumps
- gravity feed
- tank selection
- system management

#### Propellers

- propeller nomenclature
- conversion of engine power to thrust
- design and construction of fixed pitch propeller
- forces acting on propeller blade
- variation of RPM with change of airspeed
- thrust efficiency with change of speed
- design and construction of variable pitch propeller
- constant speed unit operation
- effect of blade pitch changes
- windmilling effect

#### Engine handling

- starting procedures and precautions
- recognition of malfunctions
- warming up, power and system checks

- oil temperature and pressure limitations
- cylinder head temperature limitations
- ignition and other system checks
- power limitations
- avoidance of rapid power changes
- use of mixture control

## **SYSTEMS**

### Electrical system

- installation and operation of alternators / generators
- direct current supply
- batteries, capacity and charging
- voltmeters and ammeters
- circuit breakers and fuses
- electrically operated services and instruments
- recognition of malfunctions
- procedures in event of malfunctions

### Vacuum system

- components
- pumps
- regulator and gauge
- filter system
- recognition of malfunction
- procedure in event of malfunctions

## **INSTRUMENTS**

### Pitot/static system

- pitot tube, function
- pitot tube, principles and construction
- static source
- alternate static source
- position error
- system drains
- heating element
- errors caused by blockage or leakage

### Airspeed indicator

- principles of operation and construction
- relationship between pitot and static pressure
- definition of indicated, calibrated and true airspeed
- instrument errors
- airspeed indications, colour coding
- pilot's serviceability checks

### Altimeter

- principles of operation and construction
- function of the sub-scale
- effects of atmospheric density
- pressure altitude

- true altitude
- international standard atmosphere
- flight level
- presentation (three needle)
- instrument errors
- pilot's serviceability checks

#### Vertical speed indicator

- principles of operation and construction
- function
- inherent lag
- instantaneous VSI
- presentation
- pilot's serviceability checks

#### Gyroscopes

- principles
- rigidity
- precession

#### Turn indicator

- rate gyro
- purpose and function
- effect of speed
- presentation
- turn co-ordinator
- limited rate of turn indications
- power source
- balance indicator
- principle
- presentation
- pilot's serviceability checks

#### Attitude indicator

- earth gyro
- purpose and function
- presentation
- interpretation
- operating limitations
- power source
- pilot's serviceability checks

#### Heading indicator

- directional gyro
- purpose and function
- presentation
- use with magnetic compass
- setting mechanism
- apparent drift
- operating limitations
- power source

- pilot's serviceability checks

#### Magnetic compass

- construction and function
- earth's magnetic field
- variation and deviation
- turning, acceleration errors
- precautions when carrying magnetic items
- pilot's serviceability checks

#### Engine instruments

- principles, presentation and operational use of:
- oil temperature gauge
- oil pressure gauge
- cylinder head temperature gauge
- exhaust gas meter
- manifold pressure gauge
- fuel pressure gauge
- fuel flow gauge
- fuel quantity gauge(s)
- tachometer

#### Other instruments

- principles, presentation and operational use of:
- vacuum gauge
- voltmeter and ammeter
- warning indicators
- others relevant to aeroplane type

### **AIRWORTHINESS**

#### Airworthiness

- certificate to be in force
- compliance with requirements
- periodic maintenance inspections
- compliance with flight manual (or equivalent), instructions, limitations, placards
- flight manual supplements
- provision and maintenance of documents
- aeroplane, engine and propeller log books
- recording of defects
- permitted maintenance by pilots

### **FLIGHT PERFORMANCE AND PLANNING**

#### **MASS AND BALANCE**

##### Mass and balance

- limitations on maximum mass
- forward and aft limitations of centre of gravity, normal and utility operation
- mass and centre of gravity calculations, aeroplane manual, mass and balance sheet

#### **PERFORMANCE**

##### Take-off

- take-off run and distance available

- take-off and initial climb
- effects of mass, wind and density altitude
- effects of ground surface and gradient
- use of flaps

#### Landing

- effects of mass, wind, density altitude and approach speed
- use of flaps
- ground surface and gradient

#### In flight

- relationship between power required and power available
- performance diagram
- maximum rate and maximum angle of climb
- range and endurance
- effects of configuration, mass, temperature and altitude
- reduction of performance during climbing turns
- gliding
- adverse effects
- icing, rain
- condition of the airframe
- effect of flap

## **HUMAN PERFORMANCE**

### **BASIC PHYSIOLOGY**

#### Concepts

- composition of the atmosphere
- the gas laws
- respiration and blood circulation

#### Effects of partial pressure

- effect of increasing altitude
- gas transfer
- hypoxia
- symptoms
- prevention
- cabin pressurisation
- effects of rapid decompression
- time of useful consciousness
- the use of oxygen masks and rapid descent
- hyperventilation
- symptoms
- avoidance
- effects of accelerations

#### Vision

- physiology of vision
- limitations of the visual system
- vision defects
- optical illusions
- spatial disorientation



- avoidance of disorientation

#### Hearing

- physiology of hearing
- inner ear sensations
- effects of altitude change
- noise and hearing loss
- protection of hearing
- spatial disorientation
- conflicts between ears and eyes
- prevention of disorientation

#### Motion sickness

- causes
- symptoms
- prevention

#### Flying and health

- medical requirements
- effects of common ailments and cures
- colds
- stomach upsets
- drugs, medicines and side effects
- alcohol
- fatigue
- personal fitness
- passenger care
- scuba diving
- precautions before flying

#### Toxic hazards

- dangerous goods
- carbon monoxide from heaters

### **BASIC PSYCHOLOGY**

#### The information process

- concepts of sensation
- cognitive perception
- expectancy
- anticipation
- habits

#### The central decision channel

- mental workload, limitations
- information sources
- stimuli and attention
- verbal communication
- memory and its limitations
- causes of misinterpretation

#### Stress

- causes and effects
- concepts of arousal

- effects on performance
- identifying and reducing stress

#### Judgement and decision making

- concepts of pilots' judgement
- psychological attitudes
- behavioural aspects
- risk assessment
- development of situational awareness

### **METEOROLOGY**

#### The atmosphere

- composition and structure
- vertical divisions

#### Pressure, density and temperature

- barometric pressure, isobars
- changes of pressure, density and temperature with altitude
- altimetry terminology
- solar and terrestrial energy radiation, temperature
- diurnal variation of temperature
- adiabatic process
- temperature lapse rate
- stability and instability
- effects of radiation, advection, subsidence and convergence

#### Humidity and precipitation

- water vapour in the atmosphere
- vapour pressure
- dew point and relative humidity
- condensation and vaporisation
- precipitation

#### Pressure and wind

- high and low pressure areas
- motion of the atmosphere, pressure gradient
- vertical and horizontal motion, convergence, divergence
- surface and geostrophic wind
- effect of wind gradient and wind shear on take-off and landing
- relationship between isobars and wind, Buys Ballot's law
- turbulence and gustiness
- local winds, föhn, land and sea breezes

#### Cloud formation

- cooling by advection, radiation and adiabatic expansion
- cloud types
- convection clouds
- orographic clouds
- stratiform and cumulus clouds
- flying conditions in each cloud type

#### Fog, mist and haze

- radiation, advection, frontal, freezing fog

- formation and dispersal
- reduction of visibility due to mist, snow, smoke, dust and sand
- assessment of probability of reduced visibility
- hazards in flight due to low visibility, horizontal and vertical

#### Airmasses

- description of and factors affecting the properties of airmasses
- classification of airmasses, region of origin
- modification of airmasses during their movement
- development of low and high pressure systems
- weather associated with pressure systems

#### Frontology

- formation of cold and warm fronts
- boundaries between airmasses
- development of a warm front
- associated clouds and weather
- weather in the warm sector
- development of a cold front
- associated clouds and weather
- occlusions
- associated clouds and weather
- stationary fronts
- associated clouds and weather

#### Ice accretion

- conditions conducive to ice formation
- effects of hoar frost, rime ice, clear ice
- effects of icing on aeroplane performance
- precautions and avoidance of icing conditions
- powerplant icing
- precautions, prevention and clearance of induction and carburettor icing

#### Thunderstorms

- formation
- airmass, frontal, orographic
- conditions required
- development process
- recognition of favourable conditions for formation
- hazards for aeroplanes
- effects of lightning and severe turbulence
- avoidance of flight in the vicinity of thunderstorms

#### Flight over mountainous areas

- hazards
- influence of terrain on atmospheric processes
- mountain waves, windshear, turbulence, vertical movement, rotor effects, valley winds

#### Climatology

- general seasonable circulation in the troposphere over Europe
- local seasonal weather and winds

#### Altimetry

- operational aspects of pressure settings
- pressure altitude, density altitude
- height, altitude, flight level
- ICAO standard atmosphere
- QNH, QFE, standard setting
- transition altitude, layer and level

#### The meteorological organisation

- aerodrome meteorological offices
- aeronautical meteorological stations
- forecasting service
- meteorological services at aerodromes
- availability of periodic weather forecasts

#### Weather analysis and forecasting

- weather charts, symbols, signs
- significant weather charts
- prognostic charts for general aviation

#### Weather information for flight planning

- reports and forecasts for departure, en-route, destination and alternate(s)
- interpretation of coded information, METAR, TAF
- availability of ground reports for surface wind, windshear and visibility

#### Meteorological broadcasts for aviation

- VOLMET, ATIS, SIGMET

### **NAVIGATION**

#### Form of the earth

- axis, poles
- meridians of longitude
- parallels of latitude
- great circles, small circle rhumb lines
- hemispheres north/south, east/west

#### Mapping

- aeronautical maps and charts (topographical)
- projections and their properties
- conformity
- equivalence
- scale
- great circles and rhumb lines

#### Conformal orthomorphic projection (ICAO 1:500,000 chart)

- main properties
- construction
- convergence of meridians
- presentation of meridians, parallels, great circles and rhumb lines
- scale, standard parallels -depiction of height

#### Direction

- true north
- earth's magnetic field, variation - annual change
- magnetic north

- vertical and horizontal components
- isogonals, agonic lines

#### Aeroplane magnetism

- magnetic influences within the aeroplane
- compass deviation
- turning, acceleration errors
- avoiding magnetic interference with the compass

#### Distances

- units
- measurement of distance in relation to map projection

#### Charts in practical navigation

- plotting positions
- latitude and longitude
- bearing and distance
- use of navigation protractor
- measurement of tracks and distances

#### Chart reference material / map reading

- map analysis
- topography
- relief
- cultural features
- permanent features e.g. line features, spot features, unique or special features
- features subject to change e.g. water
- preparation
- folding the map for use
- methods of map reading
- map orientation
- checkpoint features
- anticipation of checkpoints
- with continuous visual contact
- without continuous visual contact
- when uncertain of position
- aeronautical symbols
- aeronautical information
- conversion of units

#### Principles of navigation

- IAS, RAS, (CAS) and TAS
- track, true and magnetic
- wind velocity, heading and groundspeed
- triangles of velocities
- calculation of heading and groundspeed
- drift, wind correction angle
- ETA
- dead reckoning, position, fix

#### The navigation computer

- the use of the circular slide rule to determine:

- TAS, time and distance
- conversion of units
- fuel required
- pressure, density and true altitude
- time on route and ETA
- use of computer to solve triangles of velocities
- application of TAS and wind velocity to track
- determination of heading and groundspeed
- drift and wind correction angle

#### Time

- relationship between universal co-ordinated (standard) (UTC) time and local mean time (LMT)
- definition of sunrise and sunset times

#### Flight planning

- selection of charts
- route and aerodrome weather forecasts and reports
- assessing the weather situation
- plotting the route
- considerations of controlled/regulated airspace, airspace restrictions, danger areas, etc.
- use of AIP and NOTAMS
- ATC liaison procedures in controlled/regulated airspace
- fuel considerations
- en-route safety altitude(s)
- alternate aerodromes
- communications and radio/navaid frequencies
- compilation of flight log
- compilation of ATC flight plan
- selection of check points, time and distance marks
- mass and balance calculations
- mass and performance calculations

#### Practical navigation

- compass headings, use of deviation card
- organisation of in-flight workload
- departure procedure, log entries, altimeter setting and establishing IAS
- maintenance of heading and altitude
- use of visual observations
- establishing position, checkpoints
- revisions to heading and ETA
- arrival procedures, ATC Liaison
- completion of flight log and aeroplane log entries

### **RADIO NAVIGATION**

#### Ground D/F

- application
- principles
- presentation and interpretation
- coverage

- errors and accuracy
- factors affecting range and accuracy

ADF, including associated beacons (NDBs) and use of RMI

- application
- principles
- presentation and interpretation
- coverage
- errors and accuracy
- factors affecting range and accuracy

VOR/DME

- application
- principles
- presentation and interpretation
- coverage
- errors and accuracy
- factors affecting range and accuracy

GPS

- application
- principles
- presentation and interpretation
- coverage
- errors and accuracy
- factors affecting reliability and accuracy

Ground radar

- application
- principles
- presentation and interpretation
- coverage
- errors and accuracy
- factors affecting reliability and accuracy

Secondary surveillance radar

- principles (transponders)
- application
- presentation and interpretation
- modes and codes

## **OPERATIONAL PROCEDURES**

ICAO Annex 6, Part II - Operation of Aircraft

- foreword
- definitions
- general statement
- flight preparation and in-flight procedures
- performance and operating limitations
- instruments and equipment
- communications and navigation equipment
- maintenance
- flight crew

- lights to be displayed

#### ICAO Annex 12 - Search and rescue

- definitions
- operating procedures
- procedures for pilot-in-command (para 5.7)
- search and rescue signals

#### ICAO Annex 13 - Aircraft accident investigation

- definitions
- national procedures

#### ICAO Annex 16 – Environmental Protection

##### Noise abatement

- general procedures
- application to take-off and landing

##### Contravention of aviation regulations

- offences
- penalties

## **PRINCIPLES OF FLIGHT**

### The atmosphere

- composition and structure
- ICAO standard atmosphere
- atmospheric pressure

### Airflow around a body, subsonic

- air resistance and air density
- boundary layer
- friction forces
- laminar and turbulent flow
- Bernoulli's principle - venturi effect

### Airflow about a two dimensional aerofoil

- airflow around a flat plate
- airflow around a curved plate (aerofoil)
- description of aerofoil cross section
- lift and drag
- CL and CD and their relationship to angle of attack

### Three dimensional flow about an aerofoil

- aerofoil shapes and wing planforms
- induced drag
- downwash angle, vortex drag, ground effect
- aspect ratio
- parasite (profile) drag
- form, skin friction and interference drag
- lift/drag ratio

### Distribution of the four forces

- balance and couples
- lift and mass
- thrust and drag
- methods of achieving balance



### Flying controls

- the three planes
- pitching about the lateral axis
- rolling about the longitudinal axis
- yawing about the normal axis
- effects of the elevators (stabilators), ailerons and rudder
- control in pitch, roll and yaw
- cross coupling, roll and yaw
- mass and aerodynamic balance of control surfaces

### Trimming controls

- basic trim tab, balance tab and anti-balance tab
- purpose and function
- method of operation

### Flaps and slats

- simple, split, slotted and Fowler flaps
- purpose and function
- operational use
- slats, leading edge
- purpose and function
- normal/automatic operation

### The stall

- stalling angle of attack
- disruption of smooth airflow
- reduction of lift, increase of drag
- movement of centre of pressure
- symptoms of development
- aeroplane characteristics at the stall
- factors affecting stall speed and aeroplane behaviour at the stall
- stalling from level, climbing, descending and turning flight
- inherent and artificial stall warnings
- recovery from the stall

### Avoidance of spins

- wing tip stall
- the development of roll
- recognition at the incipient stage
- immediate and positive stall recovery

### Stability

- definition of static and dynamic stability
- longitudinal stability
- centre of gravity effect on control in pitch
- lateral and directional stability
- interrelationship, lateral and directional stability

### Load factor and manoeuvres

- structural considerations
- manoeuvring and gust envelope
- limiting load factors, with and without flaps

- changes in load factor in turns and pull-ups
- manoeuvring speed limitations
- in-flight precautions

#### Stress loads on the ground

- side loads on the landing gear
- landing
- taxiing, precautions during turns

### **COMMUNICATION**

#### Radio telephony and communications

- use of AIP and frequency selection
- microphone technique
- phonetic alphabet
- station/aeroplane/callsigns/abbreviations
- transmission technique
- use of standard words and phrases
- listening out
- required 'readback' instructions

#### Departure procedures

- radio checks
- taxi instructions
- holding on ground
- departure clearance

#### En-route procedures

- frequency changing
- position, altitude/flight level reporting
- flight information service
- weather information
- weather reporting
- procedure to obtain bearings, headings, position
- procedural phraseology
- height/range coverage

#### Arrival and traffic pattern procedures

- arrival clearance
- calls and ATC instructions during the:
  - circuit
  - approach and landing
  - vacating the runway

#### Communications failure

- action to be taken
- alternate frequency
- serviceability check including microphone and headphones
- in-flight procedures according to type of airspace

#### Distress and urgency procedures

- distress (Mayday), definition and when to use
- frequencies to use
- contents of Mayday message

- urgency (PAN), definition and when to use
- frequencies to use
- relay of messages
- maintenance of silence when distress/urgency calls heard
- cancellation of distress/urgency

## **GENERAL FLIGHT SAFETY**

### **Aeroplane**

- seat adjustment and security
- harness and seat belts
- emergency equipment and its use
- fire extinguisher
- engine/cabin fires
- de-icing systems
- survival equipment, life jackets, life rafts
- carbon monoxide poisoning
- refuelling precautions
- flammable goods/pressurised containers

### **Operational**

- wake turbulence
- aquaplaning
- wind shear, take-off, approach and landing
- passenger briefings
- emergency exits
- evacuation from the aeroplane
- forced landings
- gear-up landing
- ditching

## **THEORETICAL KNOWLEDGE EXAMINATION**

- 1 The examination shall be in written form and may be taken on one or more days and shall comprise seven examinations in accordance with the Part-FCL PPL theoretical knowledge syllabus in current sets provided by the UK Civil Aviation Authority as indicated below:

### **Subject**

Air Law and Operational Procedures

Navigation and Radio Aids

Meteorology

Aircraft General and Principles of Flight

Human Performance

Flight Performance and Planning

Communications PPL

- 2 The majority of the questions shall be multiple choice.
- 3 A pass in a subject will be awarded to an applicant achieving at least 75% of the marks allocated to that subject. Marks shall only be awarded for correct answers.
- 4 A pass in The Communications examination for the Flight Radiotelephony Operator's Licence (FRTOL) as shown in the list of subjects above, shall be obtained together with all the other theoretical knowledge examinations in the 18 month period counted

from the end of the calendar month when the applicant first attempted an examination. Thereafter it will remain valid for a period of 24 months for the issue of a FRTOL when combined with a course of PPL training. The examination shall be completed prior to the NPPL General Skill Test.

- 5 FRTOL Practical Test:** All applicants for a FRTOL are required to demonstrate that they have achieved the required standard for licence issue.

## SECTION 4

### FLIGHT TRAINING SYLLABUS

The flying training section of the NPPL (SSEA) course will include exercises as shown below. The exercise numbering corresponds to the exercises conducted for the Part-FCL PPL, but the depth of coverage and time spent on the different exercises will be less than in the full 45 hour Part-FCL PPL course. The exercises, particularly those following first solo and consolidation on the circuit, will not necessarily be given in the order as shown.

1. Familiarisation with the aeroplane
- 1E. Emergency drills
2. Preparation for and action after flight
3. Air experience
4. Effects of controls
5. Taxiing
6. Straight and level flight
7. Climbing
8. Descending
9. Medium turns
- 10A. Slow flight
- 10B. Stalling
11. Spin avoidance
12. Take-off and climb
13. Approach and landing
- 12/13E. Emergency procedures (as appropriate)
14. First solo
  - Consolidation of take-offs and landings including:
  - Crosswind take-off and landing
  - Short field take-off and landing, soft field procedures
  - Glide approaches, powered approaches
  - Flapless landings
- 14B. Circuit departure procedures, local area orientation, RTF procedures, use of magnetic compass, map reading, circuit rejoining.
15. Advanced turning
16. Forced landings without power
17. Precautionary landings
- 18A. Pilot navigation
- 18B. Navigation at lower levels
19. Instrument appreciation

Revision for the NPPL (SSEA) qualifying Navigation Skill Test and General Skill Test.

## **SYLLABUS OF FLIGHT BRIEFINGS AND AIR INSTRUCTION FOR THE NATIONAL PRIVATE PILOT LICENCE SIMPLE SINGLE-ENGINE AEROPLANE (SSEA)**

### **Exercise 1 Familiarisation with the aeroplane**

- characteristics of the aeroplane
- cockpit layout
- systems
- check lists, drills, controls
- passenger care

### **Exercise 1E Emergency drills**

- action in event of fire on the ground and in the air
- engine, cabin and electrical system fire
- systems failure
- escape drills, location and use of emergency equipment and exits

### **Exercise 2 Preparation for and action after flight**

- flight authorisation and aeroplane acceptance
- serviceability documents
- equipment required, maps, etc
- external checks
- internal checks
- harness, seat or rudder pedal adjustments
- starting and warm up checks
- power checks
- running down system checks and switching off the engine
- parking, security and picketing (e.g. tie down)
- completion of authorisation sheet and serviceability documents

### **Exercise 3 Air experience**

- flight exercise

### **Exercise 4 Effects of controls**

- primary effects when laterally level and when banked
- further effects of aileron and rudder
- effects of:
  - airspeed
  - slipstream
  - power
  - trimming controls
  - flaps
  - other controls as applicable
- operation of:
  - mixture control
  - carburettor heat
  - cabin heating/ventilation
  - airmanship

### **Exercise 5 Taxiing**

- pre-taxi checks
- starting, control of speed and stopping
- engine handling
- control of direction and turning

- turning in confined spaces
- parking area procedures and precautions
- effects of wind and use of flying controls
- effects of ground surface
- freedom of rudder movement
- marshalling signals
- instrument checks
- air traffic control procedures
- airmanship

**Exercise 5E Emergencies**

- brakes and steering failure

**Exercise 6 Straight and level**

- at normal cruising power, attaining and maintaining straight & level flight
- flight at critically high airspeeds
- demonstration of inherent stability
- control in pitch, including use of trim
- lateral level, direction and balance, trim:
- at selected airspeeds (use of power)
- during speed and configuration changes
- use of instruments for precision flight
- airmanship

**Exercise 7 Climbing**

- entry, maintaining the normal and maximum rate climb, levelling off
- levelling off at selected altitudes
- en-route climb (cruise climb)
- climbing with flap down
- recovery to normal climb
- maximum angle of climb
- airmanship

**Exercise 8 Descending**

- entry, maintaining and levelling off
- levelling off at selected altitudes
- glide, powered and cruise descent (including effect of power and airspeed)
- descending with flaps down
- side slipping (on suitable types)
- airmanship

**Exercise 9 Turning**

- entry and maintaining medium level turns
- resuming straight flight
- faults in the turn (incorrect pitch, bank, balance)
- climbing turns
- descending turns
- slipping turns (on suitable types)
- turns on to selected headings, use of gyro heading indicator and compass
- use of instruments for precision flight
- airmanship

**Exercise 10A Slow flight**

**NOTE:** The objective is to improve the student's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the aeroplane in balance while returning to normal airspeed.

- safety checks
- introduction to slow flight
- controlled flight down to critically slow airspeed
- application of full power with correct attitude and balance to achieve normal climb speed
- airmanship

**Exercise 10B Stalling**

- airmanship
- safety checks
- symptoms
- recognition
- clean stall and recovery without power and with power
- recovery when a wing drops
- approach to stall in the approach and in the landing configuration with and without power, recovery at the incipient stage of the stall

**Exercise 11 Spin avoidance**

- airmanship
- safety checks
- stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°)
- instructor induced distractions during the stall

**NOTE 1:** At least two hours of stall awareness and spin avoidance flight training shall be completed during the course.

**NOTE 2:** Consideration of manoeuvre limitations and the need to refer to the aeroplane manual and mass and balance calculations.

**Exercise 12 Take-off and climb to downwind position**

- pre-take-off checks
- into wind take-off
- safeguarding the nosewheel
- crosswind take-off
- drills during and after take-off
- short take-off and soft field procedure/techniques including performance calculations
- noise abatement procedures
- airmanship

**Exercise 13 Circuit, approach and landing**

- circuit procedures, downwind, base leg
- powered approach and landing
- safeguarding the nosewheel
- effect of wind on approach and touchdown speeds, use of flaps
- crosswind approach and landing
- glide approach and landing
- short landing and soft field procedures/techniques
- flapless approach and landing
- 3 point landing (tailwheel aeroplane, if applicable)

- missed approach/go-around
- noise abatement procedures
- airmanship

**Exercise 12/13E Emergencies**

- abandoned take-off
- engine failure after take-off
- mislanding/go-around
- missed approach

In the interests of safety it will be necessary for pilots trained on nose-wheel aeroplanes to undergo differences training before flying tailwheel aeroplanes and vice versa

**Exercise 14 First solo**

- instructor's briefing, observation of flight and de-briefing

**NOTE:** During flights immediately following the solo circuit consolidation the following should be revised:

- procedures for leaving and rejoining the circuit
- the local area, restrictions, map reading
- turns using the magnetic compass
- compass errors
- airmanship

**Exercise 15 Advanced turning**

- steep turns (45°), level, descending
- stalling in the turn and recovery
- recoveries from unusual attitudes, including spiral dives
- airmanship

**Exercise 16 Forced landing without power**

- forced landing procedure
- choice of landing area, provision for change of plan
- gliding distance
- descent plan
- key positions
- engine warming procedure
- engine failure checks
- use of radio
- base leg
- final approach
- landing
- actions after landing
- airmanship

**Exercise 17 Precautionary landing**

- full procedure away from the aerodrome to break-off height
- occasions necessitating
- in-flight conditions
- landing area selection
- normal aerodrome
- disused aerodrome
- ordinary field
- circuit and approach



- actions after landing
- airmanship

**Exercise 18A Navigation**

## Flight planning

- weather forecast and actuals
- map selection and preparation
- choice of route
- controlled airspace
- danger, prohibited and restricted areas
- safety altitude(s)
- calculations
- magnetic heading(s) and time(s) en-route
- fuel consumption
- mass and balance
- mass and performance
- flight information
- NOTAMS etc.
- radio frequencies
- selection of alternate aerodromes
- aeroplane documentation
- notification of the flight
- pre-flight administrative procedures
- flight plan form

## Departure

- organisation of cockpit workload
- departure procedures
- altimeter settings
- ATC liaison in controlled/regulated airspace
- setting heading procedure
- noting of ETAs
- maintenance of altitude and heading
- revision of ETAs & heading
- log keeping
- use of radio
- minimum weather conditions for continuation of flight
- in-flight decisions
- transiting controlled/regulated airspace
- diversion procedures
- uncertainty of position procedure
- lost procedure

## Arrival, aerodrome joining procedure

- ATC liaison in controlled/regulated airspace
- altimeter setting
- entering the traffic pattern
- circuit procedure
- parking

- security of aeroplane
- refuelling
- booking in/closing of flight plan, if appropriate
- post-flight administrative procedure

### **Exercise 18B Navigation problems at lower levels and in reduced visibility**

- actions prior to descending
- hazards (e.g. obstacles & terrain)
- difficulties of map reading
- effects of wind and turbulence
- avoidance of noise sensitive areas
- joining the circuit
- bad weather circuit and landing

### **Exercise 19 Instrument appreciation**

- physiological sensations
- instrument appreciation
- demonstration to show need for proper training before flying by sole reference to instruments and being able to make a 180° turn on instruments on inadvertent encounter with cloud

### **Solo Navigation Briefing Certificate**

**NOTES: 1** The Solo Navigation Briefing Certificate is to be left at the base aerodrome, when completed.

- 2** The student should carry the NPPL (SSEA) Qualifying Cross Country Certificate on the final qualifying cross country flight and return it duly completed to the authorising instructor.

I certify that student pilot .....has been briefed for a solo navigation exercise as follows:

From ..... To .....

From ..... To .....

For an ETD of .....hrs UTC/local on .....20...

The navigation flight plan has been checked and the following items discussed and, where applicable, the required facts noted on the flight plan.

#### **ITEM**

#### **1. WEATHER**

- altitude to fly and terrain clearance (safety altitude)
- destination(s) actual

#### **2. ROUTE**

- need and method for maintaining VFR flight
- military zones, and procedures for crossing (if applicable)
- danger areas (if applicable)
- altimeter setting regions
- applicable NOTAMS, regulated airspace & entry/exit lane procedures
- current navigation warnings including royal flights

### 3. DESTINATION

- PPR (if applicable), joining procedure/position reports/knowledge of landing runways
- land away procedure (including refuelling instructions and booking in/out)

### 4. ABNORMAL AND EMERGENCY PROCEDURES

- knowledge of controlled/regulated airspace and related minimum altitudes/levels
- action in event on intrusion into controlled airspace
- action in event of weather deterioration and/or fuel shortage
- action on becoming lost
- use of R/T including position reports – use of D/F – RTF PAN procedure
- action in event of an unscheduled landing

### 5. AEROPLANE

- full fuel and oil
- aeroplane serviceability
- mass and balance
- mass and performance

### 6. RADIO

- use of radio (when applicable) if lost
- RTF MAYDAY procedure
- Selection and noting of communications frequencies for normal and emergency operation

Instructor's signature .....

Licence number .....

I certify that I have been briefed for the navigation exercise detailed above and understand that in the event of an unscheduled landing I will contact the CFI or his/her deputy by the quickest possible means and act according to their instructions.

Student pilot's signature .....

Date ..... Time (UTC/local) .....

## THE NAVIGATION SKILL TEST

The Navigation Skill Test (NST) is a qualifying requirement for the grant of a NPPL (SLMG) or NPPL (SSEA). The aim of the test is to provide an independent check of the student pilot's ability to apply visual navigation techniques, to prepare for an in-flight diversion, to liaise with ATC and, in the case of the SLMG NST only, to navigate safely following change to the planned route resulting from an unsuccessful soaring opportunity. Before attempting this test, the student must have satisfactorily completed all the dual navigation training in the NPPL syllabus, except as defined for applicants claiming cross-crediting allowances against training as outlined in the NPPL Licence Allowance document. The student must have passed the Navigation Skill Test before undertaking the qualifying solo cross-country.

### The test comprises the following:

1. Flight planning and self briefing (including assessment of weather suitability) for a route of not less than 60 minutes flying time.
2. In-flight recording of the progress of the flight. Notes made on the map are acceptable for this requirement.
3. ATC liaison and compliance; observance of ATC Regulations and Rules of the Air.
4. DR navigation (correction of track error, revision of ETA, heading-setting technique including, where fitted, synchronising directional gyro with magnetic compass in flight).
5. Map reading. 'Track crawling' through continuous map reading will not be considered an acceptable visual navigation technique.
6. Maintenance of heading, height and airspeed at normal cruising levels.
7. (SLMG only) Re-establishment of position by visual methods following deliberate disruption of the original flight plan, simulating an unsuccessful attempt to take advantage of an off-track soaring opportunity.
8. Diversion procedure following simulated adverse weather conditions en-route.

### Pre-Flight Planning Requirements

#### Weather

- obtaining appropriate information
- interpreting the information
- assessing weather suitability

#### Airspace

- obtaining appropriate information including relevant NOTAMs
- interpreting the information
- assessing any threats

Navigation flight plan & map preparation

Fuel plan & aircraft loading

Booking out/ local procedures

### Flight Test Procedure

1. The route should not be made available to the applicant earlier than 2 hours before walking out to the aircraft.
2. The applicant must not have practised (either dual or solo) flying the route to be used.
3. The flight is to be non-stop; i.e. without an intermediate landing.
4. Radio navigation aids or GPS may not be used, except during the practice diversion once the applicant has made an initial assessment of the required heading to the diversion and the ETA at the diversion. If such navigation aids are used, their correct use will be assessed. Radar navigational assistance may not be used at any time.
5. The planned route is normally to be A - B - C, subject to the following provisos:

- leg A - B should require at least 20 mins flight time;
  - track change at B should be between 60° and 120° and the distance B - C should require at least 20 mins flight time.
6. During leg B-C:
- (SLMG only) between about 10-15 min after B the examiner will direct the applicant, simulating changed soaring opportunities, to a position about 5 nm off track.
  - (SLMG only) when directed, the applicant must make and implement an appropriate decision either to regain the planned track or to plan a revised track direct to the next turning point.
  - between 10-15 min after B (or, *SLMG only*, once the applicant's revised tracking and timing have been assessed), the applicant will be told to assume weather deterioration and to prepare for a practice diversion to a point not less than 20 nm off track.
  - The test may be terminated when the applicant has demonstrated the ability to track towards the diversion for not less than 10 minutes, has told the examiner the location of the aeroplane and has given an acceptable ETA at the diversion.
7. Appropriate systems management, including fuel use and carburettor heat operation is to be assessed throughout the test.
8. The record of the flight in the applicant's logbook is to include the examiner's signature and examiner number, stating that the flight was a NST and whether a successful pass was achieved. The planned route is to be shown in the remarks column, together with details of the diversion point. Successful applicants should log the flight time as PIC U/S.

**REPORT FORM FOR THE NAVIGATION SKILL TEST FOR THE NPPL SLMG/(SSEA)\***

Applicant's Name		<b>For Official use</b>									
Applicant's Signature		<b>CAA Reference</b>									
		<b>U</b>	<b>K</b>	<b>N</b>	<b>P</b>						

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal, or variation of any certificate, licence approval, permission or other document. Persons so doing render themselves liable, on summary conviction to a fine not exceeding the statutory maximum (currently £5,000, or in Northern Ireland £2,000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding 2 years or both.

**Date of Test:** ..... **Place of Test:** .....

Aircraft Type and Registration			
Block Times	<b>Departure</b>	<b>Arrival</b>	<b>Duration</b>
Route			
Result			
Re-test: (Details as required)			
Retraining requirement if required:			
Remarks:			
This test was conducted in accordance with NPPL Syllabus.....(SLMG/SSEA)*			
Examiner's Name:			
Examiner's Signature:			
Examiner's CAA Authorisation Number:			

\* Delete as applicable

**NPPL (SSEA) Cross Country Certificate****NOTICE TO PILOTS**

In the event of a landing being made at a place other than an aerodrome named hereon, the authorisation for the flight is automatically terminated. The CFI is then immediately to be notified by telephone (number: ..... ) and the flight MUST NOT be continued without his/her specific authorisation.

This is to certify that ..... Holder of student pilot's  
privileges and pilot of ..... Aircraft, G-..... was authorised  
to leave ..... at ..... hours, on ..... 20.....  
for .....  
for the purpose of .....

Signed .....  
Authorising instructor

This is to certify that the above named pilot landed at .....  
at ..... Hours on ..... 20...

The nature of the landing was .....

As far as can be ascertained the pilot was alone in the aircraft and unaccompanied by any other aircraft.

Signed .....  
Chief Flying Instructor/Deputy or  
Air Traffic Controller/FISO

This is to certify that the above named pilot landed at .....  
at ..... Hours on ..... 20.....

The nature of the landing was .....

The standard of airmanship displayed was .....

As far as can be ascertained the pilot was alone in the aircraft and unaccompanied by any other aircraft.

Signed .....  
Chief Flying Instructor/Deputy or  
Air Traffic Controller/FISO

The above cross country flight was carried out to my satisfaction.

Signed .....  
Chief Flying Instructor

## THE GENERAL SKILL TEST

1. An applicant for an NPPL(SSEA) shall have demonstrated the ability to perform as pilot-in-command of an aeroplane the procedures and flight manoeuvres described in the foregoing pages of this syllabus with a degree of competency appropriate to the privileges granted to the holder of an NPPL(SSEA).
2. An applicant for an NPPL(SSEA) General Skill Test shall have satisfactorily completed all of the required flight training, including instruction on the same class/type of aeroplane to be used during the Navigation Skill Test (NST) and the General Skill Test (GST).
3. The General Skill Test shall be taken within 6 months of the completion of training and all sections of the test must be completed within 6 months of the first attempt. If the applicant does not pass all sections of the skill test at the first attempt, the section(s) which have been failed may be attempted in a further test. There is no limit to the number of tests that may be taken.
4. A pass will be achieved when all sections of the General Skill Test have been passed.
5. The General Skill Test shall be conducted by an authorised Flight Examiner.
6. An applicant for a General Skill Test shall have successfully completed all theoretical knowledge examinations including examinations in Communications with a practical Radio Telephony (R/T) examination.
7. Provision of aeroplanes for the General Skill Test - The aeroplane used for the test shall meet the requirements for training aeroplanes.

## 8. SECTIONS OF THE FLIGHT TEST

Section 1: Pre-flight operations and departure

Section 2: General Airwork

Section 3: Approach and landing procedures

Section 4: Abnormal and emergency operations

## 9. FLIGHT TEST TOLERANCES

The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the aeroplane at all times in such a manner that the successful outcome of the procedure or manoeuvre is never seriously in doubt. The following limits are for general guidance. The examiner will make allowances for turbulent conditions and for the handling qualities and performance of the aeroplane used.

Height  $\pm$  150ft. Heading  $\pm$  10°. Speed  $\pm$  15kt

## CONTENTS OF THE GENERAL SKILL TEST

The General Skill Test contents for the issue of an NPPL (SSEA) are shown below: Use of checklists, control of the aeroplane by external visual reference, anti/de-icing procedures, etc. apply in all sections.

### SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE

- a. Pre-flight documentation and weather brief
- b. Mass and balance and performance calculation
- c. Aeroplane inspection and servicing



- d. Passenger care and considerations
- e. Engine starting and after starting procedures
- f. Taxiing and aerodrome procedures, pre take-off procedures
- g. Take-off and after take-off checks
- h. Aerodrome departure procedures
- i. ATC liaison - compliance, R/T procedures, Airmanship

## SECTION 2 - GENERAL AIRWORK

- a ATC liaison and compliance, R/T procedure, Airmanship
- b Straight and level flight, with speed changes
- c Climbing:
  - i best rate of climb
  - ii climbing turns
  - iii levelling off
- d Medium (30° bank) turns
- e Steep turns (360° left and right - 45° bank) including recognition and recovery from a spiral dive
- f Flight at critically low airspeed with and without flaps. Best angle of climb
- g Stalling:
  - i Clean stall and recovery with power
  - ii Approach to stall descending turn with bank angle 20°, approach configuration
  - iii Approach to stall in landing configuration
- h Descending
  - i With and without power
  - ii Descending turns (steep gliding turns)
  - iii Levelling off

## SECTION 3 - APPROACH AND LANDING PROCEDURES

- a Aerodrome arrival procedures
- b \*Precision landing (short field landing), cross wind, (if suitable conditions available)
- c \*Flapless landing
- d Approach to landing with idle power
- e Touch and go
- f Go-around from low height
- g ATC liaison -compliance, R/T procedures, Airmanship
- h Actions after flight including documentation

## SECTION 4 - ABNORMAL AND EMERGENCY PROCEDURES

This section may be combined with Sections 1 through 3

- a Simulated engine failure after take-off
- b \*Simulated forced landing
- c Simulated precautionary landing
- d \*Simulated emergencies

\*some of these items may be combined at the discretion of the Flight Examiner.

**APPLICATION AND REPORT FORM – NPPL (SSEA) GENERAL SKILL TEST**

Applicant's Name		<b>For Official use CAA Reference</b>									
Applicant's Signature		<b>U</b>	<b>K</b>	<b>N</b>	<b>P</b>						

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal, or variation of any certificate, licence approval, permission or other document. Persons so doing render themselves liable, on summary conviction to a fine not exceeding the statutory maximum (currently £5,000, or in Northern Ireland £2,000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding 2 years or both.

**Date of Test:** ..... **Place of Test:** .....

<b>Aircraft Type and Reg.</b>	<b>Block Times</b>			<b>Examiners name and Licence Number</b>	
	<b>Dep</b>	<b>Arrival</b>	<b>Duration</b>		
<b>Test Sections:</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	
<b>Sections To Be Taken:</b>					
<b>RESULT</b>					
	<b>a</b>				
	<b>b</b>				
	<b>c</b>				
	<b>d</b>				
	<b>e</b>				
	<b>f</b>				
	<b>g</b>				
	<b>h</b>				
	<b>i</b>				
<b>Re-test:</b>					
<b>Test Sections incomplete:</b>					
<b>Items not completed:</b>					
<b>Retraining requirements of any failed sections/items:</b>					
<b>Examiner's Name</b>			<b>CAA Authorisation No.</b>		
<b>Examiner's Signature</b>			<b>FTO/RF</b>		
			<b>Flying Training Completed</b>		

## **SUMMARY OF AIR EXERCISES CONTAINED IN PHASES 1 TO 4 OF THE FLIGHT CURRICULUM**

### **PHASE 1**

1. Familiarisation with the aeroplane
- 1E. Emergency drills
2. Preparation for and action after flight
3. Air experience
4. Effects of controls
5. Taxiing
6. Straight and level flight
7. Climbing
8. Descending
9. Medium turns
- 10A. Slow flight
12. Take-off and climb
13. Approach and landing

### **PHASE 2**

Consolidation of previously taught air exercises (as required)

- 10B. Stalling
11. Spin avoidance
14. First solo

### **PHASE 3**

Consolidation of take-offs and landings including:

Crosswind take-off and landing

- 12/13. Short field take-off and landing, soft field procedures
  - Landing at unlicensed strips, shortfield/grass operation
  - Glide approaches, powered approaches
  - Flapless landings

12/13E. Emergency procedures (as appropriate)

- 14B. Circuit departure procedures, local area orientation, RTF procedures, use of magnetic compass, map reading, circuit rejoining.

### **PHASE 4**

Consolidation of previously taught air exercises (as required)

15. Advanced turning
  16. Forced landings without power
  17. Precautionary landings
  - 18A. Pilot navigation
  - 18B. Navigation at lower levels
  19. Instrument appreciation
- Revision for the NPPL(SSEA) qualifying General Skill Test.

The following breakdown of flying hours is only an example, it does not take into account any additional training which may be necessary for a student to reach an acceptable standard of performance.

### Phase 1.

Exercise No.	Dual	Solo	Total Dual	Total Solo	Total Dual/Solo	Detail of Exercise
1.	)					Familiarisation with the a/c
1E.	)					Emergency Drills
2.	)					Pre. For/after flight
3.	)1.30	-	1.30	-	1.30	Air Experience
4.	)					Effect of controls
5.	)					Taxiing
5E.	)				1.30	Taxiing emergencies
6.	1.00	-	2.30	-	2.30	Straight & level flight
7.	0.45	-	3.15	-	3.15	Climbing
8.	0.45	-	4.00	-	4.00	Descending
9.	0.45	-	4.45	-	4.45	Turning
10A.	0.30	-	5.15	-	5.15	Slow flight
10B.	1.00	-	6.15	-	6.15	Stalling
11.	0.30	-	6.45	-	6.45	Spin avoidance

### Phase 2 Consolidation of above exercises and 12/13

12.	1.15	-	8.00	-	8.00	Take-off/climb to down-wind position
13.	1.15	-	9.15	-	9.15	Circuit approach & landing
13E.	0.30	-	9.45	-	9.45	Emergencies during take-off and landing
14.	-	0.15	9.45	0.15	10.00	First solo

### Phase 3

12/13	1.00	2.15	10.45	2.30	13.15	Consolidation on circuit dual/solo
14B.	0.45	1.00	11.30	3.30	15.00	Leaving circuit, local area, compass turns, circuit rejoining

### Phase 4

15.	1.00	0.45	12.30	4.15	16.45	Advance turning
16.	2.00	0.45	14.30	5.00	19.30	Forced landing without power
17.	1.00	-	15.30	5.00	20.30	Precautionary landing and operations at minimum level
18A/B	4.30	4.00	20.00	9.00	29.00	Compass turns, map reading, dual,solo,x-country
19.	1.00	-	21.00	9.00	30.00	Instrument appreciation
Revision	1.00	1.00	22.00	10.00	32.00	Revision as required

Navigation Skill Test – to be conducted prior to the qualifying solo cross-country 1.00 (or as required)

General Skill Test – to be undertaken on completion of all the training 1.00 (or as required)

**TRAINING RECORD STATEMENTS**

<p><b>PHASE 1</b></p> <p>I certify that the student has received the flying and ground training in this section.</p> <p>Chief Flying Instructor</p> <p>Name .....</p> <p>Signature .....</p> <p>Student name .....</p> <p>Signature .....</p>	<p><b>PHASE 2</b></p> <p>I certify that the student has received the flying and ground training in this section.</p> <p>Chief Flying Instructor</p> <p>Name .....</p> <p>Signature .....</p> <p>Student name .....</p> <p>Signature .....</p>
<p><b>PHASE 3</b></p> <p>I certify that the student has received the flying and ground training in this section.</p> <p>Chief Flying Instructor</p> <p>Name .....</p> <p>Signature .....</p> <p>Student name .....</p> <p>Signature .....</p>	<p><b>PHASE 4</b></p> <p>I certify that the student has received all the training required in this syllabus.</p> <p>Chief Flying Instructor</p> <p>Name .....</p> <p>Signature .....</p> <p>Student name .....</p> <p>Signature .....</p>

**(B) SLMG Syllabus**

Syllabus for the

**UNITED KINGDOM National Private Pilot Licence**

(Self Launching Motor Glider)

Section 1 – Introduction

Section 2 – The NPPL (SLMG) Course

Section 3 – Theoretical Knowledge Syllabus

Section 4 – Flight Training Syllabus

Section 5 – SLMG Specific Exercises

Section 6 – Advice to Instructors

Section 7 – Record of Flight Training

Section 8 – Examining Record

Designed and produced by the NPPL (SLMG) Instructing and Examining Panel with reference to the AOPA NPPL (SEP) syllabus.

## Section 1 – Introduction

This syllabus is designed for use during a training course for the NPPL (SLMG).

### Training Objectives

The NPPL (SLMG) syllabus is designed so that the pilots under training are:

- provided with the experience, the competence in flying and the theoretical knowledge demanded by the ground and flight tests for the initial issue of an NPPL;
- able to use the motor gliders and facilities of the private flying environment within the privileges of the licence, ratings and qualifications;
- made aware of how to operate in a safe and responsible manner, and with an awareness of their own limitations.

### Definitions

The following definitions apply to this document:

#### General Skills Test

Applicants for the NPPL have to demonstrate their ability to perform procedures and manoeuvres in an aircraft for an examiner to assess their competency to hold an NPPL.

#### Navigation Skills Test

Applicants for the NPPL will be required to successfully execute a planned navigation test flight with an examiner prior to undertaking the qualifying solo cross country flight.

#### Qualifying Solo Cross Country Flight

Ab-initio applicants for the NPPL must consolidate the NPPL training course by planning and conducting a solo cross country flight of a defined minimum distance that involves landing at other airfields.

### Reference Material

Flying Manual for the NPPL<sup>1</sup>

Aircraft Owners and Pilots Association (AOPA) Flying Instructors Manual

Ground Training Manuals (eg. the AFE PPL series)

The Training Aircraft Flight Manual/Pilots Operating Handbook

Safety Equipment Manufacturers Recommendations and Instruction Leaflets

Aeronautical Charts 1:500 000

The ANO (Air Navigation Order)

CAP 804

Part-FCL (EASA – Flight Crew Licensing)

National AIP (Aeronautical Information Publication)

AICs (Aeronautical Information Circulars)

CAP 85 – A guide to aviation Law, Flight Rules and Procedures

CAP 413 – Radio Telephony Manual

CAA GA Safety Sense Leaflets

Accident Information Bulletins

---

1. Currently unavailable

## **Section 2 –The NPPL (SLMG) Course**

The objectives of the NPPL (SLMG) course are that student pilots are given adequate theoretical knowledge and flying training to ensure that they are capable of safely operating an aircraft whilst flying in weather conditions appropriate to the visual flight rules.

### **Acceptance for Training**

Before being accepted for training, the student should be informed of the medical requirements for solo and for the application for the NPPL.

### **Minimum Age**

First solo – 16 yrs. Issue of NPPL – 17 yrs.

### **Medical Requirements**

Declaration of medical fitness signed by the pilot's GP, equivalent to the DVLA Group 2 professional driving medical standards, is required for solo flying or for passenger carrying. Alternatively any Part-MED Medical Certificate (including the LAPL Medical Certificate) may be accepted. It may be possible for individuals who cannot meet the DVLA Group 2 standards to operate as a solo pilot only with a certificate of fitness equivalent to the DVLA Group 1 standards.

### **Training Aircraft**

An adequate training aircraft must be provided by the flying or gliding club and maintained to the appropriate BCAR standards. The types of self launching motor glider accepted as appropriate for training for the NPPL (SLMG) shall be approved by the NPPL (SLMG) Instructing and Examining Panel.

### **Training Airfields**

Training for the NPPL (SLMG) shall be conducted at appropriately approved airfields.

### **Instruction**

Instruction for the NPPL (SLMG) must be carried out by a holder of either the UK SLMG PPL flying instructor rating or the holder of a Part-FCL flying instructor rating with TMG privileges.

### **Course of Training**

Ab-initio students shall complete a minimum course of flying training totalling 32 hours, excluding the General Skill test and the Navigation Skill test.

### **Record of Training**

An individual record of training for the NPPL (SLMG) must be maintained for each student and retained by the flying training organisation for 5 years. Particular emphasis should be placed on recording emergency procedure training. The student should sign the record of training at the end of each phase to acknowledge that all the items in the syllabus for that phase have been taught. On completion of training, the students logbook should be signed by the students CFI or his representative as a true record of the completed training.

### **NPPL Enquiries**

In the first instance, please view the NPLG website at [www.nationalprivatepilotslicence.co.uk](http://www.nationalprivatepilotslicence.co.uk)

## **Section 3 –Theoretical Knowledge Syllabus**

The theoretical examinations for the NPPL (SLMG) are the complete Part-FCL PPL written theoretical examinations. In due course, it may be possible for NPPL students to take NPPL specific theoretical examinations using computer based testing (CBT).

The Part-FCL PPL theoretical syllabus covers the following subjects:



- Aviation Law & Operational Procedures
- Human Performance and Limitations
- Navigation
- Meteorology
- Aircraft (General)
- Principles of Flight
- Flight Performance
- Communications

These subjects should be covered by use of lectures and by a course of directed study.

Privileges of the NPPL – In addition to the Theoretical Knowledge syllabus, the course shall include an explanation of the privileges and limitations of the NPPL, and the requirements for the revalidation and renewal of ratings.

## Section 4 – Flight Training Syllabus

The flying training section of the NPPL (SLMG) course will be covered by the exercises listed below, although the exercises will not necessarily be given in the order shown. Further detail of each of the flying exercises is contained in the NPPL PPL SEP syllabus section 4. SLMG specific flying exercises are detailed in this syllabus section 5.

### Summary of Flying Exercises in the NPPL (SLMG) Flight Training Syllabus

Exercise No.	Exercise Description
1	Familiarisation with the aircraft
1E	Emergency drills
2	Preparation for and action after flight
3	Air Experience
4	Effects of controls <sup>1</sup>
5	Taxiing
6	Straight and level flight
7	Climbing
8	Descending <sup>1</sup>
9	Medium turns
10A	Slow flight
10B	Stalling
11A	Spin avoidance
12	Take-off and climb
13	The Circuit, Approach and landing
12E/13E	Emergency procedures (as appropriate)
14	First solo
15	Advanced turning
16	Forced landing without power <sup>1</sup>
17	Precautionary landing
18A	Pilot navigation
19	Instrument appreciation
Revision for the Navigation and General Skills Tests	

<sup>1</sup> SLMG specific exercises apply that are additional to the AOPA or Fly on Track instructor manual

To assist students who may wish to complete a Part-FCL PPL in the future, the exercise numbering corresponds to the exercises conducted for the Part-FCL PPL. However, the depth of coverage and time spent on each exercise will be appropriate to the NPPL course. A summary of the NPPL minimum flight training time is tabulated below.

### Minimum Flight Training Time for the NPPL (SLMG) Flight Training Syllabus

#### Phase 1.

Exercise No.	Dual	Solo	Total Dual	Total Solo	Total Dual/Solo	Detail of Exercise
1.	)					Familiarisation with the a/c
1E.	)					Emergency Drills
2.	)					Pre. For/after flight
3.	) 1.30	-	1.30	-	1.30	Air Experience
4.	)					Effect of controls
5.	)					Taxiing
5E.	)				1.30	Taxiing emergencies
6.	1.00	-	2.30	-	2.30	Straight & level flight
7.	0.45	-	3.15	-	3.15	Climbing
8.	0.45	-	4.00	-	4.00	Descending
9.	0.45	-	4.45	-	4.45	Turning
10A.	0.30	-	5.15	-	5.15	Slow flight
10B.	1.00	-	6.15	-	6.15	Stalling
11.	0.30	-	6.45	-	6.45	Spin avoidance

#### Phase 2

12.	1.15	-	8.00	-	8.00	Take-off/climb to down-wind position
13.	1.15	-	9.15	-	9.15	Circuit approach & landing
13E.	0.30	-	9.45	-	9.45	Emergencies during take-off and landing
14.	-	0.15	9.45	0.15	10.00	First solo

#### Phase 3

12/13.	1.00	2.15	10.45	2.30	13.15	Consolidation on circuit dual/solo
14B.	0.45	1.00	11.30	3.30	15.00	Leaving circuit, local area, compass turns, circuit rejoining

#### Phase 4

15.	1.00	0.45	12.30	4.15	16.45	Advance turning
16.	2.00	0.45	14.30	5.00	19.30	Forced landing without power
17.	1.00	-	15.30	5.00	20.30	Precautionary landing and operations at minimum level
18A/B.	4.30	4.00	20.00	9.00	29.00	Compass turns, map reading, dual, solo, x-country
19.	1.00	-	21.00	9.00	30.00	Instrument appreciation
Revision	1.00	1.00	22.00	10.00	32.00	Revision as required

Navigation Skill Test 1.00	to be conducted prior to the qualifying solo cross-country	1.00 (or as required)
General Skill Test	to be undertaken on completion of all the training	1.00 (or as required)

<sup>1</sup> SLMG with flap may require additional dual training time during this exercise

**NPPL SLMG Solo Navigation Briefing Certificate****NOTE:** The completed certificate should remain at the base aerodrome.

I certify that student pilot.....has been briefed for a solo navigation flight as follows:

From..... To.....

From..... To.....

From..... To.....

for an estimated ETD of.....hrs local on (date).....

The navigation plan has been checked and the following items discussed. Where applicable, the required facts have been noted on the flight plan.

<b>Weather</b>	Altitude to fly and terrain clearance. Minimum safety altitude Destination actual weather
<b>Route</b>	Requirement and method of maintaining VFR flight Procedures for crossing zones, civil and military Regulated airspace entry/exit lane procedures Danger areas ASRs NOTAMs TNWs including Royal Flights
<b>Destination</b>	PPR? Knowledge of runways, noise abatement, joining procedures, frequencies Landaway procedure, including refuel and booking in/out
<b>Abnormal/ Emergency Procedures</b>	Knowledge of controlled/regulated airspace and related min altitudes/levels Action in the event of an airspace intrusion Action in the event of weather deterioration and/or fuel shortage Action on becoming lost Use of RT including use of DF and PAN procedure Action in the event of an unscheduled landing
<b>Aircraft</b>	Full fuel and oil level Serviceability Mass and Balance Mass and Performance
<b>Radio</b>	Use of radio if lost MAYDAY procedure Noting frequencies for normal and emergency use

Certifying instructor's signature..... Licence No.....

I certify that I have been briefed for the navigation exercise detailed above and understand that in the event of an unscheduled landing I will contact the CFI or his deputy by the quickest possible means and act according to their instructions.

Student pilot's signature ..... Date..... Time.....

## NPPL SLMG Solo Cross Country Certificate

**NOTE:** Note: the student pilot should carry the certificate during the flight. After flight, the completed certificate should be handed to the authorising instructor for retention at the operating base.

### PILOTSTO NOTE

In the event of a landing being made at a place other than the airfields named below, the authorisation for the flight is terminated. The authorising instructor must be contacted and the flight must not be continued without specific authorisation.

Contact telephone no.....

This is to certify that .....is the student pilot of G- .....  
and was authorised to leave .....  
at (time)..... (date) ..... for the purpose of .....  
.....  
.....  
Signed ..... Authorising CAA SLMG FI

This is to certify that student pilot .....landed at .....  
.....  
The landing was normal and the standard of airmanship displayed was/was not acceptable. As far as can be ascertained, the pilot was alone in the aircraft. I have briefed the pilot for a departure from this airfield.  
Signed ..... CFI/Deputy CFI/Rated Instructor/Air Traffic Control

This is to certify that student pilot .....landed at .....  
.....  
The landing was normal and the standard of airmanship displayed was/was not acceptable. As far as can be ascertained, the pilot was alone in the aircraft. I have briefed the pilot for a departure from this airfield.  
Signed ..... CFI/Deputy CFI/Rated Instructor/Air Traffic Control

The above cross-country flight was carried out to my satisfaction.

Signed ..... CAA SLMG FI at student pilot's operating base

## Section 5 – SLMG Specific Exercises

Some flight exercises for the NPPL (SLMG) are specific to Self Launching Motor Gliders and are naturally not included in the available PPL Flying Instructors Manuals. The following SLMG specific exercises are to be included in the NPPL flying training syllabus at a point appropriate to the flying exercise number:

### Exercise 4 - Effect of Airbrake or Spoiler

**Instructors Note:** This exercise is to show the effect that airbrake (or spoiler) has on the pitch attitude and to the performance of the aircraft. The reasons for using airbrake (or spoiler) will be covered during subsequent lessons.

#### Demonstration Part 1.

In trimmed level or gliding flight, remove your hands and feet from the flying controls. Point out or remind the student of the location of the airbrake lever. Progressively select  $\frac{1}{2}$  to  $\frac{2}{3}$  airbrake (or spoiler) and note the change of attitude and speed. Close the airbrake (or spoiler) and note the attitude and speed change. Then take control and demonstrate maintaining the attitude and speed while opening and closing the airbrake (or spoiler).

**Student Practice.** Ask the student to take control and maintain the required attitude and speed while he or she opens, pauses, and then closes the airbrake (or spoiler).

#### Demonstration Part 2.

In level or gliding flight, while maintaining the required attitude, progressively open the airbrake (or spoiler) to  $\frac{1}{2}$  and note the increased rate of descent. Fully open the airbrake (or spoiler) and note a further increase in the rate of descent. Close the airbrake (or spoiler) and note the reduction in descent rate.

**Summary:** The airbrake (or spoiler) can affect the pitch attitude and therefore the speed of the aircraft. More significantly, the airbrake (or spoiler) affects the rate of descent of the aircraft. The operational use of airbrake will be covered later.

### Exercise 8 – Gliding Performance Appreciation

**Instructor's Note:** During exercise 16 the student will be expected to have an appreciation of the glide performance of the aircraft to enable him or her to make appropriate judgement when gliding to a landing area. Additionally, pilots of SLMGs will inevitably utilise the aircraft for soaring flight with the engine stopped. This exercise demonstrates the best glide performance against a glide flown at an inappropriate speed. The exercise is best flown in a non-soaring environment.

**Demonstration 1.** At an appropriate height, note the position above the ground and close the throttle. Fly the aircraft in the straight glide at the best glide speed and note the rate of descent. Having descended approximately 1000', again note the aircraft position.

**Demonstration 2.** Climb away and then close the throttle at the same position and height above the ground as in the previous demonstration. Fly the aircraft in the straight glide on approximately the same heading as the previous demonstration, but at, say, 20 kt faster than best glide speed and note the rate of descent. Having descended approximately 1000', again note the aircraft position. Note the shorter distance travelled for a similar height loss.

**Summary:** The speed of the aircraft significantly affects the glide performance. The operational use of appreciating glide performance will be covered during exercise 16, 'Forced landings without power'.

## Exercise 16 – Stopping and Starting the Engine in Flight

**Instructors Note:** This exercise has significant airmanship implications! It is, of course, important that the instructor ensures that the student is fully aware of the requirement to remain within gliding range of an airfield with the engine stopped, and to ensure that he or she understands the concept of a height envelope, including a 'height floor'. For example:

3000' – Stop the engine

1500' – Restart the engine

1000' – Exercise 'height floor'. Abandon engine start attempt.

Get established in the glide circuit

This exercise demonstrates the procedure for stopping and starting the engine in flight using normal engine starting for the aircraft type.

**Demonstration – Stopping.** Having carefully addressed the airmanship considerations, at an appropriate height and position (ideally close to an airfield) reduce the power to allow the engine to cool to the recommended temperature. Having achieved the recommended temperature, stop the engine as recommended in the flight manual or pilots notes. Note any post engine stop requirements, for example electrical power conservation, propeller adjustment, engine cooling flap closure, etc.

If the type has no recommended engine stopping procedure, the following guidelines may be appropriate. After the engine cooling down period:

- Carb Heat 'Check Fully Hot'
- Ancillary electrics 'Off'
- Radio 'Off'
- Ignition 'Off'
- Fuel 'Off'
- Check airspeed
- Apply the propeller brake, or feather the propeller,
  - or reduce the airspeed until the propeller stops
- Adopt the normal gliding attitude
- Radio 'On'

**Demonstration – Starting.** Having addressed the appropriate airmanship considerations and any pre starting requirements, for example un-feathering the propeller or opening cooling flaps, etc, start the engine as recommended in the flight manual or pilots notes.

If the type has no recommended engine starting procedure, the following guideline may be appropriate. If above the minimum height to attempt a start:

- Fuel 'On'
- Choke 'As required'
- Throttle 'Set'
- Ignition 'On'
- Radio 'Off'
- Starter 'Operate', and when engine starts,
  - Choke 'Off'
- Starter Warning 'Check'
- Oil Pressure and Temperature 'Check'
- Carb Heat 'Cold'
- Radio 'On'

**Summary:** Stopping and starting the engine in flight is a relatively complex procedure and in some types may require the use of flight reference cards. **The priority must always be to FLY the aircraft, and to remain in gliding range of a safe landing area.** Switching off the ignition and fuel will prevent the engine running under its own power but the gliding speed will continue to make the propeller rotate due to the windmilling action of the slipstream.

### Exercise 16 – Windmill Starting the Engine in Flight

**Instructors Note:** This exercise uses a considerable amount of height, and therefore the airmanship considerations previously described in exercise 16 should again be addressed. This exercise should be carried out close to an airfield. Consideration should also be given to some older aircraft types with a low  $V_{NE}$  – the speed required to windmill the propeller may be too close to  $V_{NE}$  for safe windmill starting.

It is important that the student is made aware that electrical failure could occur while attempting to start the engine in flight - for example a discharged battery or failed starter motor. This exercise demonstrates the procedure for windmill starting the engine in flight.

**Demonstration.** Having addressed the airmanship considerations, including an agreed start attempt 'height floor', fly the aircraft at best glide speed and close to the airfield. Having noted any pre-starting requirements, carry out a windmill start as recommended in the flight manual or pilots notes. If the type has no recommended procedure for a windmill start but the type is approved for a windmill start, the following procedure may be appropriate:

- Fuel 'On'
- Throttle 'Set as for a ground start'
- Choke 'As Required'
- Ignition 'On'
- Radio 'Off'
- Propeller 'Unfeather'
- Accelerate to windmill the propeller (speed is type specific)
- When engine starts, reduce the airspeed
- Adjust the power setting as required
- Choke 'Off'
- Radio 'On'

**Summary:** The windmilling action of the slipstream can be utilised to start the engine in the event of a failure of the aircraft normal engine starting system. Care must be taken to avoid over-speeding the engine and propeller during the post start recovery. A windmill start attempt will inevitably use a significant amount of height.

### Section 6 – Advice to Instructors

Operational experience of training in Self Launching Motor Gliders within the British Gliding Association has developed the following advice to instructors additional to that contained within the available PPL Flying Instructors Manuals and the Flying Manual for the NPPL:

**Gliding Airfields.** NPPL (SLMG) flight training may take place alongside winch launched gliding operations. Instructors should ensure that they and their students are fully conversant with the site procedures for ensuring adequate launching separation.

**Performance.** Some SLMG aircraft types have limited climb performance when compared to other powered aircraft. Instructors should ensure that their students are fully aware of the precautions required in the event of precipitation before take-off, and that they are fully aware of the many factors that can affect take-off and climb performance.

**Airbrakes or Spoilers.** In many SLMG aircraft types, in the event of a 'go around' or baulked landing it is necessary to move the left hand from the airbrake (or spoiler) lever to the stick and the right hand from the stick to the throttle. All instructors and their students should be fully briefed on the required procedure to change from the approach or landing with airbrake (or spoiler) to the take-off or climb under power. For example:

- Close and lock the airbrake (or spoiler) and adopt the appropriate attitude;
- Move the left hand to the control column and then the right hand to the throttle;
- Apply power.

**Carburettor Icing.** All pilots should be made aware of carburettor icing during the course of their theoretical and flight training. However, some SLMG aircraft types are less prone to carburettor icing because of design features such as carburettor position and/or air inlet position. It is likely that this has influenced some instructors and students to become complacent about use of carburettor hot air in flight. Instructors should ensure that their students use carburettor hot air on all occasions appropriate to the engine and aircraft type, and are reminded of the primacy aspects of the student noting the use of carburettor heat during the first and every subsequent flight.

**Self Launching Sailplanes.** It is unlikely that any retractable engine self-launching sailplane will be appropriate for training for the NPPL (SLMG). Advice on operating this type of SLMG and on appropriate differences training can be obtained from the NPPL (SLMG) Instructing and Examining Panel.

### **The Navigation Skills Test**

The Navigation Skill Test (NST) is a qualifying requirement for the grant of a NPPL (SLMG) or NPPL (SSEA). The aim of the test is to provide an independent check of the student pilot's ability to apply visual navigation techniques, to prepare for an in-flight diversion, to liaise with ATC and, in the case of the SLMG NST only, to navigate safely following change to the planned route resulting from an unsuccessful soaring opportunity. Before attempting this test, the student must have satisfactorily completed all the dual navigation training in the NPPL syllabus, except as defined for applicants claiming cross-crediting allowances against training as outlined in the NPPL Licence Allowance document. The student must have passed the Navigation Skill Test before undertaking the qualifying solo cross-country.

#### **The test comprises the following:**

1. Flight planning and self briefing (including assessment of weather suitability) for a route of not less than 60 minutes flying time.
2. In-flight recording of the progress of the flight. Notes made on the map are acceptable for this requirement.
3. ATC liaison and compliance; observance of ATC Regulations and Rules of the Air.
4. DR navigation (correction of track error, revision of ETA, heading-setting technique including, where fitted, synchronising directional gyro with magnetic compass in flight).
5. Map reading. 'Track crawling' through continuous map reading will not be considered an acceptable visual navigation technique.
6. Maintenance of heading, height and airspeed at normal cruising levels.
7. *(SLMG only)* Re-establishment of position by visual methods following deliberate disruption of the original flight plan, simulating an unsuccessful attempt to take advantage of an off-track soaring opportunity.
8. Diversion procedure following simulated adverse weather conditions en-route.



## Pre-Flight Planning Requirements

### Weather

- obtaining appropriate information
- interpreting the information
- assessing weather suitability

### Airspace

- obtaining appropriate information including relevant NOTAMs
- interpreting the information
- assessing any threats

### Navigation flight plan and map preparation

### Fuel plan and aircraft loading

### Booking out/ local procedures

## Flight Test Procedure

1. The route should not be made available to the applicant earlier than 2 hours before walking out to the aircraft.
2. The applicant must not have practised (either dual or solo) flying the route to be used.
3. The flight is to be non-stop; i.e. without an intermediate landing.
4. Radio navigation aids or GPS may not be used, except during the practice diversion once the applicant has made an initial assessment of the required heading to the diversion and the ETA at the diversion. If such navigation aids are used, their correct use will be assessed. Radar navigational assistance may not be used at any time.
5. The planned route is normally to be A - B - C, subject to the following provisos:
  - leg A - B should require at least 20 mins flight time;
  - track change at B should be between 60° and 120° and the distance B - C should require at least 20 mins flight time.
6. During leg B-C:
  - (SLMG only) between about 10-15 min after B the examiner will direct the applicant, simulating changed soaring opportunities, to a position about 5 NM off track.
  - (SLMG only) when directed, the applicant must make and implement an appropriate decision either to regain the planned track or to plan a revised track direct to the next turning point.
  - between 10-15 min after B (or, *SLMG only*, once the applicant's revised tracking and timing have been assessed), the applicant will be told to assume weather deterioration and to prepare for a practice diversion to a point not less than 20 NM off track.
  - The test may be terminated when the applicant has demonstrated the ability to track towards the diversion for not less than 10 minutes, has told the examiner the location of the aeroplane and has given an acceptable ETA at the diversion.
7. Appropriate systems management, including fuel use and carburettor heat operation is to be assessed throughout the test.
8. The record of the flight in the applicant's logbook is to include the examiner's signature and examiner number, stating that the flight was a NST and whether a successful pass was achieved. The planned route is to be shown in the remarks column, together with details of the diversion point. Successful applicants should log the flight time as PIC U/S.

## Section 7 – Record of Flight Training (Phases 1-4)

<b>Student's Name:</b> .....
<b>Student's Address:</b> ..... ..... .....
<b>Student's Phone Number and E-Mail Address:</b> ..... .....
<b>Air Training Organisation:</b> ..... .....

### Phase 1

Phase 1 Exercise	Description	Date Completed	Instructor's Signature
1	Aircraft Familiarisation		
1E	Emergency Drills		
2	Preparation for and Action after Flight		
3	Air Experience		
4	Effects of Controls		
5	Taxiing		
6	Straight and Level Flight		
7	Climbing		
8	Descending		
9	Medium Turns		
10A	Slow Flight		
10B	Stalling		
11A	Spin Avoidance		

Phase 1 Flying Exercises Taught - Student Signature: .....

**Phase 2**

<b>Phase 2 Exercise</b>	<b>Description</b>	<b>Date Completed</b>	<b>Instructor's Signature</b>
12	Takeoff and Climb		
13	The Circuit, Approach and Landing		
12E/13E	Emergency Procedures		
14	First Solo		

Phase 2 Flying Exercises Taught - Student Signature: .....

**Phase 3**

<b>Phase 3 Exercise</b>	<b>Description</b>	<b>Date Completed</b>	<b>Instructor's Signature</b>
12/13	Consolidation of Exercises 12 and 13		
14B	Consolidation of Exercise 14		

Phase 3 Flying Exercises Taught - Student Signature: .....

**Phase 4**

<b>Phase 4 Exercise</b>	<b>Description</b>	<b>Date Completed</b>	<b>Instructor's Signature</b>
15	Advanced Turning		
16	Forced Landing without Power		
17	Precautionary Landing		
18A	Pilot Navigation		
18E	Navigation Emergencies		
19	Instrument Appreciation		

Phase 4 Flying Exercises Taught - Student Signature: .....

<b>Date Flight Training Syllabus Completed</b>	<b>Examiner Signature</b>	<b>Student Signature</b>

## Section 8 – Examining Record

The NPPL SLMG flight tests comprise of the Navigational Skills Test (NST) and the General Skills Test (GST). The following documents are designed for use by the examiner during the testing process. The completed forms must be forwarded with the licence application.

NPPL SLMG NST Examining Record

NPPL SLMG GST Examining Record

### NPPL NAVIGATION SKILL TEST REPORT

<b>Applicant's Name:</b> .....	<b>For Official use CAA Reference</b>									
<b>Applicant's Signature:</b> .....	<b>U</b>	<b>K</b>	<b>N</b>	<b>P</b>						

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal, or variation of any certificate, licence approval, permission or other document. Persons so doing render themselves liable, on summary conviction to a fine not exceeding the statutory maximum (currently £5,000, or in Northern Ireland £2,000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding 2 years or both.

Date of Test: ..... Place of Test: .....

<b>Aircraft Type and Registration</b>			
<b>Block Times</b>	<b>Departure</b>	<b>Arrival</b>	<b>Duration</b>
<b>Route:</b>			
<b>Result:</b>			
<b>Re-test: (Details as required)</b>			
<b>Retraining requirement if required:</b>			
<b>Remarks:</b>			
This test was conducted in accordance with NPPL Syllabus SLMG* / SSEA*			
<b>Examiner's Name:</b>			
<b>Examiner's Signature:</b>			
<b>Examiner's CAA Authorisation Number:</b>			

\* Delete as applicable.

**NPPL SLMG GENERAL SKILLSTEST EXAMINING RECORD**

**NOTE:** It is not essential that the whole test be completed in one flight provided the date on which the candidate was found proficient is inserted against each item of the test. The whole test must be completed within 28 days.

<b>Applicant's name:</b> .....		<b>For official use</b> CAA Reference		<b>U</b>	<b>K</b>	<b>N</b>	<b>P</b>								
Aircraft type:	Registration	Place of test:		Duration of test			Date								
<b>Preparation For Flight</b>				<b>Forced Landings Without Power:</b>											
Weather suitability				Checks											
Aeroplane documents check				Procedure											
Personal equipment check				Judgement											
Weight, balance and performance – calculate				<b>INSTRUMENT FLIGHT BY SOLE REFERENCE TO INSTRUMENTS:</b>											
Pre-flight inspection				Straight and level											
Booking out				Descending and descending turning											
Passenger briefing				Turns onto specified headings											
<b>STARTING, TAXYING AND POWER CHECKS:</b>				Recovery to straight and level flight from climbing/descending turns											
Pre and post start checks				<b>NAVIGATION AND ORIENTATION:</b>											
Taxiing technique				Recognition of features											
Power checks				Assessment of heading											
<b>TAKE-OFF:</b>				<b>AIRFIELD APPROACH PROCEDURES</b>											
Pre-take-off checks (vital actions)				CIRCUIT PROCEDURE:											
Assessment of crosswind component				Powered circuit											
Checks during & after take-off				Gliding circuit											
Normal take-off				Bad weather circuit											
Crosswind take-off				<b>APPROACH AND LANDING:</b>											
<b>AERODROME DEPARTURE PROCEDURES</b>				Pre-landing checks (vital actions)											
CLIMBING				Powered approach											
STRAIGHT & LEVEL				Glide approach											
DESCENDING WITH POWER				Flapless approach											
TURNING:				Shortfield landing											
Level				Crosswind landing											
Climbing				Assessment of crosswind component											
Descending				Missed approach procedure											
At steep angle of bank				Checks after landing											
<b>STALLING/UNUSUAL ATTITUDES:</b>				STARTING/STOPPING THE ENGINE IN FLIGHT											
Knowledge of aircraft manoeuvre limitations and speed limitations				<b>SIMULATED EMERGENCIES</b>											
Checks before stalling				Engine fire in the air/on the ground											
Flight at 1g clean stall speed + 5 kt and flight at 1g airbrake/spoiler deployed stall speed + 5 kt – level, climbing, descending and turning				Cabin fire in the air/on the ground											
Recognition of incipient stall				Engine failure after take-off											
Recovery from incipient stall				ENGINE & SYSTEMS HANDLING											
Recovery from a developed stall:				USE OF CARBURETTOR HEAT											
Straight				<b>AIRMANSHIP – AWARENESS:</b>											
Turning				Look-out											
In approach configuration				Positioning – airspace, hazards, weather											

Recognition of incipient spin		Air Traffic Control/Other airfield users liaison	
Recovery from an incipient spin:		Aerodrome discipline	
Gliding		<b>ACTION AFTER FLIGHT:</b>	
At climb power		Engine shut-down	
In approach configuration		Parking and securing aircraft	
		Recording of flight details	

I certify that:

- a) I have examined the applicants training record and logbook.
- b) I am satisfied that the applicant has reached the standards of flying required to pass the NPPL SLMG GST.
- c) I have retained a copy of this completed document.

Examiner's Signature:	Examiner's Name:	CAA Authority No:	Date:
.....	.....	.....	.....

## **Subpart 2      UK National Pilot Licence for Microlights – UK NPPL(A) Microlight/Powered Parachute**

### **1      Privileges**

The privileges of the NPPL(A) Microlight and Powered Parachute are defined in Schedule 7 of the Air Navigation Order.

The NPPL(A) is a sub-ICAO licence\* and therefore is restricted for use in G-registered aircraft within UK airspace. For flights outside of the UK please refer to Schedule 7, Part A, Section 3 of the Air Navigation Order, see CAP 804 Section 7, Part B.

### **2      Requirements**

- 2.1      Limitations
- 2.2      National Private Pilots Licence   Microlight Training Syllabus
- 2.3      Revalidation

#### **2.1      Limitations**

This licence is valid only for flights in the UK. Flights using the privileges of this licence within the territories of the Channel Islands, the Isle of Man, and other Contracting States to the International Convention on Civil Aviation require the written permission of the appropriate authority of that State.

When issued with operational Limitation, the following shall also apply.

When an NPPL(A) (Microlight) is issued with operational limitations, it will impose the following constraints on the licence holder:

#### **Limitation 1:**

No person in addition to the pilot shall be carried in the aeroplane other than a qualified flying instructor in an aeroplane equipped with dual controls, provided that where the pilot has gained not less than 25 hours experience on microlight aeroplanes, including not less than 10 hours as PIC and such experience has been entered in his/her personal flying logbook and has been certified by a person holding a Flight Examiner authorisation, then this Limitation (numbered 2) shall cease to apply.

#### **Limitation 2:**

No flight shall commence or continue unless:

- a) there is no cloud below 1000 feet above ground level over the take-off site and over the planned route including the landing site; and
- b) the flight can be conducted in a flight visibility of not less than 10 kilometers.

#### **Limitation 3:**

The aeroplane shall not fly further than 8 nautical miles from the take-off site.

Limitation Nos. 2 and 3 will be removed from the licence, upon recommendation to the CAA by the BMAA upon completion of at least 25 hours experience in microlights, including:

- a) A minimum total of 5 hours navigation flying training must be completed within the period of 9 months immediately prior to licence application or an application to remove operational limitations from an existing licence.
- b) The required navigation flying training includes a minimum of 3 hours of solo navigation flying training to be completed within the 9 month period.

- c) The navigation flight training must include two solo qualifying cross-country flights. Each solo qualifying cross country flight must have:
- a minimum total flight distance of 40 nautical miles;
  - a landing at another site which is at least 15 nautical miles, measured in a straight line, from the take-off site at which the flight began.

The two solo qualifying cross-country flights must be flown over different routes and to different sites.

In addition, applicants are required to complete the NPPL (Microlight) General Skills Test. The flight time of the test may be included in the minimum 15 hours of flight training, but cannot form part of the minimum 7 hours required as PIC.

## 2.2 **National Private Pilots Licence Microlight Training Syllabus**

### **Introduction**

After many years experience and consultation with experienced microlight instructors and examiners, this syllabus has been formulated by the Microlight Panel of Examiners on behalf of the British Microlight Aircraft Association (BMAA), and approved by the Civil Aviation Authority (CAA).

**All microlight instruction must be conducted in accordance to this, and no other syllabus** - unless any alternative syllabus has been submitted to and approved by the CAA.

The syllabus is in two main parts - 1 Flying, 2 Ground - subjects.

The flying syllabus is broken down into **phases** and **exercises**. Individual exercises are further sub-divided into different **elements**, each of which must be fully understood by the student.

Within each phase, each exercise has a specific stated aim. To ensure that these aims are achieved each phase has a specific stated standard of skill which must be achieved.

Elements pertinent to both weightshift and 3-axis types of aircraft are included in the syllabus. Where an aspect is not relevant to a type it should be ignored. For example, in exercise 6 - "Use of yaw control to maintain balanced flight" is not pertinent to a weightshift aircraft, as no primary control for yaw is provided in current designs.

### **Use of the syllabus**

Every student should be in possession of a copy of the syllabus. As an aid to ensuring that no element is omitted each element can be ticked off as it is completed.

An exercise or group of exercises of the flying syllabus is taken as a session, and the pattern of each flying session should be run as follows:

- (1) Pre-flight briefing   (2) Flight training session   (3) Post flight de-briefing

The flight exercises as listed reflect a progression through the basic handling skills to more complex manoeuvring and procedural flying. It is not however mandatory for a student to complete the exercises in strict number order if an instructor feels that the student would benefit from an earlier introduction to a later exercise, for example First Solo immediately after satisfactory completion of Phase 3, Exercise 13.

All flight exercises should be completed to a satisfactory standard prior to course completion.



There is no laid down format for the ground subjects training, but it should be closely aligned to the knowledge required for the flight training exercises in order to produce an integrated course of training.

Every school is required to keep an up to date progress report for each student pilot on a student record sheet. Student records must be kept for at least two years after the last entry and should be available to the student to view.

### Summary of the Syllabus for the Microlight NPPL Course Flight Training

Phase	Ex No.	Exercise Description
1	1	Aircraft familiarisation
	2	Preparation for flight and action after
	3	Air Experience
	4	Effects of Controls
	5	Taxiing
	6	Straight & Level flight
	7	Climbing
	8	Descending
	9a	Medium Level-turns (up to 30° bank angle)
2	9b	Climbing and descending turns
	10a	Slow flight
	10b	Stalling
3	11	Spin Awareness
	12	Takeoff and climb to down wind
	13	The circuit, approach, and landing/overshoot
4	14	Advanced turning (up to 60° bank angle)
	15	Unusual and dangerous attitudes/conditions
5	16a	Forced landings, with/without power
	16b	Operation at minimum level
6	17a	First solo
	17b	Solo circuit, local area, and general flying consolidation to GST for microlight NPPL
	17c	Dual revision for GST
7	18	Pilot navigation

## MICROLIGHT NPPL COURSE FLIGHT TRAINING SYLLABUS

### Ex 1. Aircraft Familiarisation

**Aim:** To become familiar with the component parts, controls, and systems of the aircraft.

Explanation of the aircraft:

- Component parts of the aircraft
- Main flight controls
- Engine controls

Explanation of the cockpit layout and systems:

- Operation of flying controls
- Operation of engine controls
- Flight instruments/Engine instruments
- Electrical system
- Fuel system
- Operation of safety equipment

Check lists and drills:

- Use of check lists and drills suitable for aircraft type
- Instinctive knowledge of position of controls

Emergency drills:

- Action in the event of fire; in the air and on the ground
- Failure of equipment or systems
- Escape drills

### Ex 2. Preparation for flight and Action after flight

**Aim:** To understand how to prepare the aircraft and pilot for flight, and to leave the aircraft after flight.

Airfield Rules/Procedure/Safety:

- Standing orders
- Booking out/in
- Windsock
- Signals square
- Fuel storage
- Fire extinguisher/s
- Smoking

Student Comfort:

- Seating position
- Suitable clothing for conditions expected

Flight Authorisation and aircraft acceptance:

- Pre-flight planning
- Aircraft documentation
- Air traffic control information
- Personal equipment

Pre-flight checks:

- Use of manufacturer's check list or mnemonic
- Explanation of extra items to check if aircraft just rigged

External checks:

- Position of aircraft suitable for starting
- Fire extinguisher is available
- Taxi path is unobstructed

Starting and warming up engine:

- Pre-start checks
- Stages and controls involved
- Signals that may be used

Pre-Takeoff checks:

- Use of manufacturer's checklist or suitable mnemonic
- Importance of this check (vital actions)

Running down and switching off:

- Stages and controls involved

Leaving the aircraft:

- Suitably parked/picketed
- Controls locked or restrained
- Brief external check

Completion of post-flight documentation:

- Booking in
- Reporting of defects
- Entries in personal flight log
- Entries in Airframe/Engine log

### **Ex 3. Air Experience**

**Aim:** To introduce and become accustomed to the aircraft, the sensation of flying and to sample the aspect of the ground from the air.

Detailed instruction is not normally undertaken on this flight. It can, however, be a valuable lesson. It is an opportunity for the instructor to become acquainted with the student and decide upon the most suitable approach for subsequent instruction.

During the flight all actions performed by the instructor should be accompanied by an explanation. Any sudden manoeuvring or expected turbulence should be discussed *before* it is encountered. The student should inform the instructor of any discomfort, in order to allow a rapid return to the airfield.

During the latter part of the flight, the student should have the opportunity to handle the controls to provide a foundation for the next exercise.

If the student has some previous flying experience, then this exercise can be combined with Ex 4 Effects of Controls.

### **Ex 4. Effects of Controls**

**Aim:** To understand how each control affects the aircraft in flight.

### Airmanship

- The importance of maintaining a good lookout

### Methods of assessing aircraft attitude:

- The horizon
- Hands-off trim
- 'Feel' of wind on face

### Primary effects of controls:

### Further effects of controls:

### Effects of airspeed, slipstream, and torque on control response:

### Effects of trim:

- Hands-off trim
- In flight adjustable trim (where applicable)

### Effects of Flap; (where applicable):

- Effect at different positions
- Change in pitch attitude with flap
- Remaining within flap operational limiting speed

### Use of other controls for increasing Rate of Descent (where applicable):

- Airbrakes
- Spoilers
- Tip draggers

### Use of other controls as applicable to type:

- Mixture control
- Carburettor heat
- Cabin heat and ventilation

## **Ex 5. Taxiing**

**Aim:** To safely control the aircraft while manoeuvring on the ground, in different wind conditions, and on different surfaces.

### Airmanship:

- Lookout
- Suitable taxi speed
- Serviceability checks of instruments (compass, ASI, etc)

### Use of controls during taxiing:

- Headwind Tailwind Crosswind Tailwheel considerations, (where applicable)

### Emergencies:

## **Ex 6. Straight and Level flight**

**Aim:** To attain and maintain flight in a straight line, and at a constant altitude.

### Airmanship:

- Lookout
- Regular checks - Fuel state/consumption rate/engine instruments/etc

Straight flight:

- Visual reference point
- Regaining and maintaining visual reference point
- Use of yaw control to maintain balanced flight

Level flight, (Normal cruise power):

- Power required dependant on load carried
- Attitude appreciation and control
- Use of in-flight trim control (if applicable)
- Hands-off trim
- Inherent stability
- Use of altimeter to check level

Level flight, (Varying power settings and IAS):

- Power provides height
- Angle of attack provides speed
- Power and angle of attack combine to give performance

Attitude control:

- Use of pitch control to maintain constant attitude to achieve constant I.A.S.

Difference between 3-axis aircraft and weightshift aircraft:

- Pitch inputs change attitude on both weight shift & 3-axis aircraft, but with a weight shift aircraft the nose attitude in relation to the horizon remains nearly constant with different airspeeds, in a 3-axis aircraft the nose attitude in relation to the horizon changes with different airspeeds

## **Ex 7. Climbing**

**Aim:** To enter and maintain a steady full-power-climb, and then return to level flight at a predetermined altitude. Also to enter and maintain a steady cruise-climb.

Airmanship:

- Lookout
- Altimeter setting procedure
- Position of aircraft in relation to Airways etc
- Awareness of any blind spots
- Monitoring engine temperature

Entry to climb:

- Power first, then attitude adjustment (PAHT Power-Attitude-Hold-Trim)
- Combining power and attitude for performance
- Establishing and holding correct speed for climb

Levelling off:

- Attitude first, then power adjustment (AHPT Attitude-Hold-Power-Trim)
- Maintenance of selected altitude

Effect of flaps on climb, (if applicable):

- Effect on attitude and airspeed

Maximum Angle of climb:

- Speed to achieve performance required
- Practical uses

Maximum Rate of climb

- Speed to achieve performance required
- Practical uses

Cruise climb

- Practical uses

### **Ex 8. Descending**

**Aim:** To enter and maintain a steady glide-descent, then at a predetermined altitude, to return to level flight or climb. Also to enter and maintain a steady cruise-descent.

Airmanship:

- Lookout
- Selection of clear airspace
- Altimeter setting procedure
- Regular application of power to ensure warm engine and clear plugs
- Awareness of blind spots

Glide descent:

- Control of airspeed
- Speed for maximum glide range
- Speed for minimum sink
- Rate of descent/Angle of descent
- Use of flaps (if applicable)
- Use of airbrakes (if applicable)
- Use of spoilers (if applicable)
- Use of tip draggers (if applicable)

Entry to the descent:

- Coordination of power and attitude control. AHPT/ PAHT (depending on type)

Levelling off

- Power and attitude together

Effect of flap (where applicable):

- Effect on attitude and airspeed
- Control of angle of descent with constant airspeed
- Descent-to-climb-on-full-flap procedure

Powered descent:

- Relationship between power and airspeed
- Control of rate of descent
- Control of angle of descent using visual reference point (as on final approach)

Cruise descent:

- Uses

Sideslipping:

- Method of losing height

### **Ex 9a. Medium level-turns up to 30° bank angles**

**Aim:** To enter and maintain a medium (up to approx 30° bank) turn whilst maintaining level flight, then to return to straight and level on a new heading.

Airmanship:

- Instinctive lookout before turns
- Allowance for wind and maintaining knowledge of position

Use of controls:

- Co-ordination and interaction during turns
- Use of pitch to control attitude for height
- Use of power to control airspeed

Use of power

- Slipstream and torque effect relative to direction of turn

Maintenance of attitude and balance:

- Co-ordination and balance through the turn
- Using structure of aircraft to provide datum during the turn
- Awareness of heading during the turn
- Use of visual reference points to ensure accurate rolling out of turns

### **Ex 9b. Climbing and descending turns**

**Aim:** To enter and maintain a climb or descent whilst turning, or to enter and maintain a turn from a straight climb or a descent.

Airmanship:

- Instinctive lookout before turns including above or below
- Allowance for wind and maintaining knowledge of position

Use of controls:

- Co-ordination and interaction during turns
- Accurate speed and power control to control rate of climb or descent
- Slipstream and torque effect relative to direction of turn

Maintenance of attitude and balance:

- Co-ordination and balance through the turn
- Using structure of aircraft to provide datum during the turn
- Awareness of heading during the turn
- Use of visual reference points to ensure accurate rolling out of turns
- Use of low bank angles during climbing turns, to maintain rate of climb

\*\*\*\*\*

### **Standard required at end of Phase 1.**

A reasonable level of competence in all general-flying skills

\*\*\*\*\*

## PHASE 2

### Ex 10a. Slow flight. ( $V_s + 2\text{mph}$ and $V_s + 5\text{mph}$ )

**Aim:** To become familiar with the 'feel' of the aircraft in slow flight just above the stall-speed, and to recognise the symptoms of the incipient stall, and to restore aircraft to safe flight before the stall occurs.

Airmanship

- Lookout
- Checks to ensure safe operation through exercise ie: height/location etc

Characteristics of slow speed flight:

- Control response
- Effect of slipstream and torque (where applicable)
- Angle of attack (high nose attitude for 3-Axis aircraft)
- Angle of attack (control bar well forward of hands-off position for weightshift aircraft)
- Wing dropping tendencies and difficulty in maintaining wings level
- Extra emphasis on need to keep 3-axis aircraft in balance with use of rudder
- Extra emphasis on need for careful use of roll control
- Need for extra care when turning i.e. shallow angles of bank

### Ex 10b. Stalling

**Aim:** To recognise and enter a fully-developed stall from various modes of flight both straight and turning, and then to recover with minimum height-loss to a safe flight mode. Also to recover to a safe flight mode at the incipient stall stage.

Airmanship:

- Special attention to lookout - clearing turn to check rear
- Checks to ensure safe operation through exercise i.e.: height/location etc

Principles and characteristics at the stall:

- Effectiveness of controls
- Inherent stability of aircraft at stall e.g. Washout
- Buffet and other indications e.g. Severe rearward bar pressure on weightshift aircraft
- Wing dropping tendencies and correct handling of controls i.e. dangers of using roll control to level wings at the point of stall.

Factors affecting the stalling speed:

- Flaps (if applicable)
- Power
- Weight
- Load factor i.e. centrifugal force in steep turns

Full Stall and recovery; (from straight flight – level, climbing and descending)

- Use of controls
- Use of power (Recovery with and without the use of power)
- Full Stall and recovery; (from turning flight -  $30^\circ$  angle of bank - level, climbing and descending)
- Use of controls
- Use of power (recovery with and without the use of power)



Stall and recovery at the incipient stage:

- Recovery during various attitudes and configurations
- Recovery during changing configurations

Stalling at higher speed:

- Secondary stall
- 'g' stall

### Ex 11. Spin awareness (if applicable)

**Aim:** To understand and recognise the onset of situations which may lead to an inadvertent spin, and to learn how to instinctively take the necessary control actions to effect a recovery back to normal flight condition before a spin occurs, i.e. to recover the incipient stage.

Airmanship:

- Special attention to lookout - clearing turn to check rear
- Checks to ensure safe operation through exercise ie: height/location etc.

Causes of spin:

Recognition of Incipient spin:

Recovery from the incipient spin:

- Use of controls
- Danger of using ailerons at the incipient stage
- Effect of power and flap (flap restriction as applicable to type)
- Effect of centre of gravity on spin
- Recovery at the incipient stage from various attitudes and configurations

\*\*\*\*\*

### Standard required at end of phase 2

**Prior to circuit training**, ability to control aircraft safely in slow flight just above the stall ( $V_s + 2\text{mph}$ ) and able to recover to normal flight at incipient stall stage. **Prior to solo flight**, a very high standard of competence at recovering safely from fully developed stall and demonstrable ability to prevent aircraft getting into dangerous attitudes from all stall/spin-and-recovery manoeuvres.

\*\*\*\*\*

## PHASE 3

### Ex 12. Takeoff and climb to downwind position

**Aim:** To safely take off and climb the aircraft to position on the downwind leg at circuit height. Also to land safely in the event of an engine failure after take off or at any time in the circuit, and to decide against and take appropriate action, if for some reason, continuation of the take off would be unsafe.

Airmanship

- Pre take-off checks
- Planning for power failure on every take off
- Planning takeoff with regard to wake turbulence from other aircraft
- Planning takeoff with regard to areas of low level rotor/turbulence
- Drills during and after take off i.e. constant planning for an aborted takeoff, or a forced landing due to power failure on take off or in the circuit, and monitoring engine temperature during the climb

Factors affecting the length of the takeoff roll and the initial climb:

- Use of power
- Correct lift-off speed
- Use of flight controls and techniques
- Wind: Nil-wind, Head-wind, Cross-wind
- Ground surface: Concrete, Grass (long/short/soft/hard/dry/wet)
- Ground gradient
- Weight - Altitude - Temperature - Humidity
- Maximum Angle of climb:
- Maximum Rate of climb:

Undulating (rough field)

- Premature lift-off and subsequent control

Short and soft field considerations:

Tailwheel considerations (if applicable):

Effect of flaps (if applicable):

- Decision to use
- Effects of use

Emergencies:

- Abandoned takeoff
- Engine failure after takeoff
- Engine failure in the circuit

### **Ex 13. The circuit, final approach and landing**

**Aim:** To fly an accurate circuit and carry out a safe approach and landing.

Airmanship

- Importance of constant lookout during circuit, and prior to turning to leg
- Downwind checks
- Planning approach and landing with regard to wake turbulence from aircraft landing ahead

The downwind leg, base leg, final approach positioning and drills:

Factors affecting the final approach (and landing run):

- Nil-wind, Head-wind, Cross-wind
- Correct approach speed
- Use of power
- Weight
- Flaps/spoilers (if applicable)

Types of approach (and landing):

- Powered approach and landing
- Glide approach and landing
- Crosswind approach and landing
- Short field approach and landing
- Soft field approach and landing

- Flapless approach and landing (if applicable)
- Use of airbrakes and spoilers (if applicable)

Missed approach and go-around:

- Correct positioning

Missed landing and go-around:

Effect of ground surface and gradient on the landing run:

Tailwheel considerations (if applicable):

Use of elevator:

- Safeguarding the nosewheel

Use of brakes (if applicable):

The Complete Take-off, Circuit and Landing:

- Circuit joining and leaving procedures

The Hold-off period, and Touchdown:

- Ability to control height with pitch control, and airspeed with power
- Ability to control direction
- Ability to control and correct ballooning
- Ability to cope with crosswind
- Ground manoeuvring after landing

\*\*\*\*\*

### **Standard required at end of phase 3**

Ability to take off safely and maintain the climb out safely given a variety of different circumstances. Ability to cope with emergencies at any point in the take-off, circuit, or landing phases of flight. Ability to approach and land safely given a variety of different circumstances. Demonstration of a high degree of airmanship and knowledge of airfield and circuit procedures and disciplines.

\*\*\*\*\*

## **PHASE 4**

### **Ex 14. Advanced turning (up to 60° bank angles)**

**Aim:** To carry out a coordinated level turn at steep angles of bank and to recognise and recover from a spiral dive. Also entry and recovery from, and uses of a sideslipping turn (if applicable to type).

Airmanship:

- Importance of lookout
- Importance of maintaining orientation
- Cockpit checks

360° turns: (up to 45° bank angle)

- Level / Climbing / Descending
- Wake turbulence

Steep level-turns (up to 60° bank angle):

- Co-ordination
- Use of power

- Weightshift aircraft – 270° turns only, to avoid own wake turbulence and possible student disorientation due to being forced into an unusual or dangerous attitude

The spiral dive:

- If power applied – reduce
- Recovery by use of roll and then pitch

The sideslipping turn:

- Uses of

### **Ex 15. Recognition of unusual attitudes; Prevention of dangerous conditions.**

**Aim:** To recognise and recover from unusual attitudes in order to prevent the aircraft entering dangerous conditions.

Note: This exercise must not be practised solo by the student.

Airmanship:

- HASELL checks

Aircraft limits:

- (Refer to POH) Definition of Flight Envelope;  $V_{ne}$ ,  $V_a$ ,  $V_{no}$ ,  $V_{fe}$ , Max bank, Max pitch, Max +ve and -ve "G"
- Dangers associated with exceeding aircraft's limits
- Weight shift aircraft – the Tumble
- Need for inspection following flight outside envelope.

Aircraft Stability Characteristics:

- Weightshift – need to maintain +ve G
- Pitch-positive tendencies
- Roll Inertia.

Possible causes of unusual attitudes:

- From inadvertent mishandling of controls at high speeds
- From inadvertent mishandling of controls in stall recovery in various configurations
- From inadvertent mishandling of controls in a steep turn
- From inadvertent mishandling controls following hitting own wake turbulence in a steep turn
- Severe meteorological turbulence.
- Loss of control following spatial disorientation.
- Deliberate manoeuvres outside the pilot's ability.

Recognition of Unusual Attitudes:

- Attitude in relation to horizon.
- Speed and Energy State.
- Instrument lag

Recovery Techniques from:

- Nose high, wings level
- Nose high, wings banked
- Nose low, wings level,
- Nose low, wings banked

### Management of Controls during Simulation/Practice

- Need for smooth positive inputs, control of “G”
- Instructor to set up unusual attitude
- Handover/passing of control

### Motion Sickness

- Exercise to be terminated at onset.

\*\*\*\*\*

### Standard required at end of phase 4

Ability to control aircraft safely at steep angles of bank, with correctly coordinated roll, pitch, and power. Ability to avoid the spiral dive and understand wake turbulence. Ability to use sideslipping usefully and safely. An understanding of unusual attitudes and dangerous conditions. The ability to recognise the onset of unusual attitudes and take instinctive recovery action to prevent a dangerous condition developing.

\*\*\*\*\*

## PHASE 5

### Ex 16a. Forced landings – without and with power

**Aim:** To carry out a safe descent, approach, and landing, in the event of the engine failing during flight, and to carry out a safe unplanned precautionary landing in an unfamiliar field.

Airmanship:

- Use of correct drills
- Correct handling and highly accurate speed control

Forced landing procedure:

Choice of landing area:

- Provision for change of plan

Gliding distance considerations:

The descent plan:

- Key position
- Engine failure checks

The base leg:

The final approach:

- Methods of controlling glide angle
- S turns, beats, constant aspect, use of flaps/spoilers and airspeed

Precautionary landing with power:

- Inspection procedures

Actions after landing:

- Aircraft security

### Ex 16b. Operation at minimum level.

- **Aim:** To safely operate the aircraft at heights lower than those normally used.

Airmanship:

- Assessment of weather conditions/turbulence

- Assessment of height above terrain
- Compliance with low flying rules
- High level of awareness
- Low level of military aircraft

Low level familiarisation:

- Actions prior to descending
- Visual impressions and height control at low altitudes
- Effects of wind, speed, and inertia during turns
- Effects of wind and turbulence

Low level operation:

- Weather considerations
- Avoidance of precipitation
- Obstacle considerations

Effects of precipitation:

- As applicable to type

Joining circuit in poor weather, and bad-weather circuit

\*\*\*\*\*

### **Standard required at end of phase 5**

Ability to choose a suitable safe area, and to set up a good approach to land following any unexpected power loss simulation.

Ability to choose a suitable safe landing area, and to carry out a low pass to check suitability of surface prior to a simulated precautionary landing.

Ability to fly safely at minimum operational level, demonstrating a high degree of understanding of low-level turbulence and awareness of obstacles, together with ability to coordinate turns correctly with regard to wind direction.

Acute awareness of dangers and rules associated with low flying, and consideration for noise, animals, etc.

\*\*\*\*\*

## **PHASE 6**

### **Ex 17a. First solo**

**Aim:** To carry out a safe and accurate solo circuit, approach, and landing.

Airmanship:

- Constant look out
- Faultless checks
- Ability to deal with all emergency drills

First solo, short briefing required:

- Pilot should not hesitate to overshoot if in any doubt
- Differences in handling and performance when flown solo
- Use of ballast

**Ex 17b. Solo circuit, local area, general flying consolidation.**

**Aim:** To practise and refine all the skills learned during the dual training, and to prepare for the General Skills Test.

Airmanship:

- Review and application of all different aspects of airmanship

General flying consolidation:

- Review and application of all different aspects of the general handling skills

Circuit consolidation:

- Review and application of all different aspects of the take-off, circuit, approach and landing

Local area consolidation:

- Airfield departure procedure
- Map reading and identification of local features
- Turning onto and maintaining heading by use of compass
- Circuit rejoining procedure

**Ex 17c. Dual revision for GST.**

**Aim:** To correct any errors or bad habits which may have developed during 17b and to check that no aspect of the training has been overlooked.

Review of:

- All aspects of required standards of airmanship, general flying skills, knowledge of and practical application of ground subjects/procedures etc. prior to application for General Skills Test

\*\*\*\*\*

**Standard required at end of phase 6**

All general flying skills and airmanship to be up to GST standard. Also an adequate knowledge of aviation law, general meteorology, local weather, and ability to predict if conditions will remain suitable for continued flight. Also reasonable standard of map reading ability.

\*\*\*\*\*

**MICROLIGHT NPPL COURSE FLIGHT TRAINING SYLLABUS****PHASE 7****Ex 18. Pilot navigation**

**Aim:** To fly accurately and safely in VMC and under VFR, a predetermined route, without infringing the rules governing regulated airspace.

Airmanship:

- Pre-flight planning
- Planned cockpit management
- Adequate security of loose items

Flight planning:

- NOTAMs
- Weather forecast and actual(s) for planned route
- Map selection and preparation
- Choice of route
- Tie-down equipment

#### Calculations:

- Magnetic heading and times on route
- Fuel consumption
- Weight, balance and performance

#### Airfield procedure on departure:

- Organisation of cockpit
- Altimeter setting
- Setting of heading
- Setting of time and noting of ETAs

#### En-Route:

- Maintenance of altitudes and headings
- Revisions to ETA and heading
- Minimum weather conditions for flight to continue at any point
- 'In-flight' decisions
- Navigation at minimum level
- Uncertain of position procedure
- Lost procedure

#### Arrival at Destination procedure:

- Altimeter setting (QNH to airfield QFE)
- Airfield circuit and circuit joining procedure

#### Parking procedure

#### Security of aircraft:

#### Note:

A minimum total of 5 hours navigation flying training must be completed within the period of 9 months immediately prior to licence application or an application to remove operational limitations from an existing licence.

The required navigation flying training includes a minimum of 3 hours of solo navigation flying training to be completed within the 9 month period.

The navigation flight training must include two solo qualifying cross-country flights. Each solo qualifying cross country flight must have a:

- minimum total flight distance of 40 nautical miles
- a landing at another site which is at least 15 nautical miles, measured in a straight line, from the take-off site at which the flight began

The two solo qualifying cross-country flights must be flown over different routes and to different sites.

The navigation exercises would typically be spread over the following sessions, although it is not mandatory for any dual tuition for this part of the syllabus:

- 1 Dual cross country. (inc away landing)
- 2 Dual cross country. (inc navigation at minimum level, and lost procedure)
- 3 Solo cross country. (1<sup>st</sup> qualifying cross country)
- 4 Solo cross country. (2<sup>nd</sup> qualifying cross country)

\*\*\*\*\*



**Standard required at end of phase 7**

Good navigational ability. Good ability to predict weather. High standard of airmanship.

\*\*\*\*\*

**SUMMARY OF THE SYLLABUS FOR THE MICROLIGHT NPPL COURSE  
GROUND-SCHOOL TRAINING**

Principles of Flight

Aviation Law

Aviation Navigation

Aviation Meteorology

Airframes and Engines

Aircraft Instruments

Fire, First Aid, and Safety Equipment

Human Performance Limitations

**MICROLIGHT NPPL COURSE GROUND-SCHOOL TRAINING SYLLABUS  
PRINCIPLES OF FLIGHT**

Physics and Mechanics:

- Speed, Velocity, Force
- Pressure - Bernoulli's Principle
- Motion of a body along a curved path

Aerofoils, Lift and Drag:

- Air Resistance and Air Density
- Aerofoil shapes
- Lift and Drag - Angle of Attack and Airspeed
- Distribution of lift, Centre of pressure
- Drag - Induced, Parasite - Form, Skin, Interference
- Lift/Drag Ratio and Aspect Ratio

Flying Controls:

- The Three Axes - Vertical, Lateral, Longitudinal Yaw, Pitch, Roll
- Operation and Function of Elevators, Ailerons, Rudder
- Principles and Purpose of Mass, and Aerodynamic Balance
- Operation and Function of Trimming Controls
- Operation and Function of Flaps
- Operation and Function of Spoilers, Spoilerons, Tip Rudders
- Principles and Function of Canard configuration
- Principles and operation weightshift control systems
- Operation and function of billow shift

Equilibrium:

- The Four Forces - Lift, Weight, Thrust, Drag
- Moments and Couples

- The Balance of the Four Forces – Straight, Turning, Level, Climbing, Descending

#### Stability:

- Positive, Neutral, Negative
- Lateral and Directional Stability 3Axis/Weightshift
- Longitudinal Stability 3Axis/Weightshift
- Relationship of C of G to Control in Pitch 3Axis/Weightshift
- Luff Lines on Weightshift aircraft
- Washout

#### The Stall:

- Airflow Separation
- Stalling Angle - Relationship to Airspeed
- Wing Loading
- Wing Loading increase with bank angle increase
- High Speed Stall

#### The Spin:

- Causes of a spin
- Autorotation
- Effect of the C of G on spinning characteristics

#### Turning Flight:

- The Forces in the Turn

#### Load Factor and Manoeuvres:

- Definition of Load Factor - VN envelope
- Effect on Stalling Speed
- In-Flight Precautions

#### Aircraft Performance:

- Power Curves
- Effect of Temperature and Density
- Range and Endurance
- Climbing Performance
- Rate of Climb
- Angle of Climb
- Take-off and Landing Performance
- Take-off Run Available
- Take-off Distance Available
- Landing Distance Available

#### The Take-off and Initial Climb – Performance Effect of:

- Wind
- Wind Gradient
- Wind Shear
- Weight

- Pressure, Altitude, Temperature and Density
- Ground Surface and Gradient
- Use of Flaps

The Approach and Landing – Performance Effect of:

- Wind
- Wind Gradient
- Wind Shear
- Use of Flaps
- Ground Effect

Weight and Balance

- Limitations on Aircraft Weight
- Limitations in Relation to Aircraft Balance
- Weight and Centre of Gravity Calculations

The Propeller

- Construction and Shape
- Maintenance and checks
- Balancing

## **AVIATION LAW**

The Air Navigation Order:

- Classification of Aircraft

Aircraft Documentation:

- Certificate of Registration
- Permit to Fly/Exemption Certificate
- Noise Certificate
- Flight Manual/Maintenance Schedules/Pilot's Operating Handbook
- Airframe and Engine Logbook and Pilot's responsibility to maintain and Record: Aircraft hours, inspections, defects, repairs, maintenance, and modifications (mandatory and otherwise)

Permits To Fly:

- BMAA 'Guide to Airworthiness' Document
- Non-expiring Permit to Fly and Certificate of Validity
- Conditions applying to Permit to Fly
- Failure to Comply with the Requirements or Conditions of the Permit to Fly or Exemption Certificate
- Application of Flight/Owner's Manual and Pilot's Operating Handbooks to the Permit to Fly
- Requirements for Maintenance and Inspections
- Overhaul, Repair, Replacement and Modifications to Aircraft or Equipment

Aircraft Equipment:

- ANO As detailed in applicable Schedule
- Equipment Required in Relation to the Circumstances of Flight

Aircraft Radio Equipment:

- ANO As detailed in applicable Schedule
- Certificate of Approval of Aircraft Radio Installation
- Flight Radio Operators Licence

Aircraft Weight Schedule:

- Legal Requirements in Relation to the Permit to Fly

Grant and Renewal of Licences to Members of Flight Crew:

- Conditions of issue

Privileges of the National Private Pilot's Licence:

- Student Pilot Privileges
- Medical Certification
- Ground Examinations and Flight Test
- Medical Certificate - Renewal
- Private Pilot Privileges ('With and Without Operational Limitations)
- Minimum Weather Provisions

Ratings – Conditions of Issue:

- Privileges of the Aircraft Rating
- Additional Ratings

Licences and Ratings – Renewal:

- Certificate of Revalidation achieved by Test or Experience
- Period of Validity
- Flying Hour Requirements

Personal Flying Log:

- Requirements to Maintain
- Personal Details
- Particulars of Flight
- Recording of Dual, Solo, Cross Country Flight Times
- Recording of Flight Tests
- Instructor's Endorsements of Flight Times

Instruction in Flying:

- Definition of Flying Instruction
- Requirement for Flying Instruction to be given

Pre-flight Action by Commander of Aircraft:

Dropping of Persons or Articles:

Carriage of Munitions:

Carriage of Dangerous Goods:

Endangering Safety of Aircraft:

Endangering Safety of Persons or Property:

- By intent
- By Neglect

Drunkenness in Aircraft:

- Application to Passengers
- Application to Flight Crew. Legal maximum alcohol levels

Smoking in Aircraft:

- Notices in Aircraft

Authority of Commander of Aircraft:

- Legal requirements to Obey all Lawful Commands

Exhibitions of Flying:

- Public Displays
- Private Events

Documents to be Carried:

- On Domestic Flights
- On International Flights

Production of Documents and Records:

- Requirements of Commander
- Requirements of Operator
- Requirements of Flight Crew
- Personal Flying Log Books

Revocation, Suspension or Variation of Certificates, Licences, or other Documents:

- Whilst Pending Enquiry or After Enquiry
- Surrender of Documents
- Invalidation of Documents Due to Breach of Conditions

Offences in Relation to Documents and Records:

- Unauthorised use of Documents
- Alteration, Mutilation, or Destruction of Documents or Records
- Entries in Log Books or Records
- Incorrect Entries - Wilfully or Negligently
- Unauthorised Issue of Certificates

Aerodromes – Instruction in Flying:

- The Recommendations for Basic minima as proposed by the BMAA
- Permission and Purpose of Use

Power to Prevent Aircraft Flying:

Air Traffic Rules and Services:

Division of Airspace in the UK:

- Controlled Airspace
- Control Zones
- Control Areas
- Terminal Control Areas
- Airways
- Advisory Airspace

- Military Aerodrome Traffic Zones
- Civil Aerodrome Traffic Zones

Classification of Airspace:

- The seven classes of airspace

VMC, IMC and Notification:

- Conditions for VFR Flight (VMC)
- Conditions for IFR Flight (IMC)
- Quadrantal Rule
- Semi-Circular Rule
- Special VFR Flight

Types of Air Traffic Service Units:

- NOTAMs
- The UK Air Pilot
- Air Traffic Centres
- Zone Control Units
- Aerodrome Control Units
- Radar Facilities

Altimeter Setting Procedures:

- Terrain Clearance
- Flight Separation
- Flight Levels
- Transition Level
- Transition Layer
- Transition Altitude

Flight at Aerodromes:

- Aerodrome Traffic Zone
- Lights and Pyrotechnic Signals
- Ground Signals Used at Civil Aerodromes
- Marshalling Signals

Flight Plans:

Flight Information Regions and Services:

Flight in Control Zones, Control Areas and Terminal Control Areas:

Flight on Airways:

Flight on Advisory Routes/Service Areas:

AIRPROX Reporting Procedures:

Airspace Restrictions and Hazards:

- Danger Areas
- Prohibited and Restricted Areas
- Military Flight Training Areas
- Bird Sanctuaries

- High Intensity Radio Transmission Areas
- Additional Hazards to Aircraft in Flight
- Gliding Sites/Hang Gliding Sites
- Free Fall Parachute Areas
- Military Air Exercises
- Flying Displays, Air Races, Etc.
- Navigational Obstructions

Royal Flights:

Aerodromes AIS Information:

- Civil Aerodromes
- Military Aerodromes
- Aerodrome Ground Lights
- Identification Beacons
- Aerodrome Beacons
- Times of Operation

Meteorology:

- Source of Information
- Requests for Route Forecasts

Facilitation – Customs and Public Health:

- Arrival, Departure, and Transit of Civil Aircraft on International Flights
- Customs Aerodromes
- Private Flights - Documentary Requirements
- Customs Requirements
- Public Health Requirements

Search and Rescue:

- Responsibility and Organisation
- Aircraft not Equipped with Radio
- Visual Distress and Urgency Signals
- Procedures and Signals Employed by Rescue Aircraft
- Search and Rescue Regions and Facilities

Warning Signals to Aircraft in Flight:

Extracts from the Rules of the Air Traffic Control Regulations:

- Interpretation
- Application of Rules to Aircraft
- Reporting Hazardous Conditions
- Low Flying
- Simulated Instrument Flight
- Lights or Other Signals to be shown or made by Aircraft
- Display of Lights by Aircraft
- Failure of Navigation Lights

#### General Flight Rules:

- Weather Reports and Forecasts
- Rules for Avoiding Aerial Collisions
- Aerobatic Manoeuvres
- Right Hand Traffic Rule
- Notification of Arrival
- Flight in Notified Airspace
- Choice of VFR or IFR

#### Aerodrome Traffic Rules:

- Application
- Visual Signals
- Access to and Movement on the Manoeuvring Area
- Right of Way on the Ground
- Dropping of Tow Ropes
- Aerodromes not having ATC Units
- Special Rules for Certain Aerodromes
- Wake Turbulence Separation

#### Flight Safety and Accident/incident Reporting:

##### Extracts from:

##### The Civil Aviation (Investigation of Air Accidents) Regulations:

##### The Civil Navigation (Investigation of Air Accidents Involving Civil and Military or Installations) Regulations:

- Authorities requiring immediate notification by telephone
- Confirmation in writing and use of correct written form only
- BMAA Safety and Accident Investigation Handbook
- Flight Safety Issued Quarterly by the General Aviation Safety Council (GASCo)
- AAIB Bulletins
- Pink Aeronautical Information Circulars

## **NAVIGATION**

#### Form of the Earth:

- Meridians of Longitude
- Parallels of Latitude
- Rhumb Lines

#### Magnetic Variation:

#### Compass Deviation:

#### Principles of Navigation:

- IAS, Wind, Heading, Groundspeed
- The Triangle of Velocities
- Flight computers



### Maps and Charts:

- Practical Use of 1:500,000 and 1:250,000 Series
- Importance of using Current Charts
- Chart Scale
- Measurement of Distance and Heights
- Units of Distance
- Units of Height
- Conversion of Units (Distance and Height)
- Measurement of Angles, Tracks and Bearings
- Relationship to True, Magnetic and Compass North

### Map Reference Information:

- Latitude and Longitude
- Isogonals
- Topography
- Relief
- Hydrographical Features
- Cultural Features
- Aeronautical Symbols
- Aeronautical Information

### Map Reading:

- Map Analysis
- Permanent Features
- Relief
- Line Features
- Spot Features
- Unique or Special Features
- Features Subject to Change
- Water
- Other
- Effects of Seasons

### Preparation:

- Checkpoint Features and Selection
- Folding the Map for use

### Methods of Map Reading:

- Map Orientation
- Anticipation of Checkpoints
- With Continuous Visual Contact
- With Restricted Visual Contact
- When Uncertain of Position

#### Flight Planning:

- Selection of Charts
- Plotting the Route
- Selection of Altitude/s and Safety Altitude
- Use of the Chart of UK Airspace Restrictions
- Danger Areas
- Prohibited/Restricted Areas
- Military Flight Training Areas
- Bird Sanctuaries
- High Intensity Radio Transmission Areas
- Additional Hazards to Aircraft in Flight
- NOTAMs and Aeronautical Information Bulletins
- Civil Aeronautical information circulars
- Local Time / Greenwich Mean Time / UTC

#### Weather Forecasts and Reports:

- Minimum Weather Conditions Acceptable to Safety
- General Aviation Visual Flight Forecast Service
- Aerodrome Forecasts and Reports
- Local Telephone General Weather Forecast
- Local Radio/TV General Weather Forecast

#### Practical Navigation:

- Compilation of the Flight Log
- Measurement of Tracks
- Determining Safety Altitude
- Calculating Heading, True and Magnetic, Groundspeed, Distance, Time, Fuel Consumption, Fuel Required
- Departure Procedures
- Booking Out
- Estimated Time of Arrival
- Setting heading Procedures
- Altimeter Setting Procedures
- Maintenance of Altitude and Heading
- Establishing Position
- Revisions to Heading
- The "1:60" and "Closing Angle" Methods of Heading Correction
- The use of Drift Lines
- En Route Checks
- Uncertainty of Position Procedure
- Lost Procedures
- Arrival Procedures
- Altimeter Setting Procedures
- Booking in

## **AVIATION METEOROLOGY**

### The Atmosphere:

- Composition and Structure
- Air density

### Pressure:

- Air has weight
- Effect of altitude
- Effect on density
- Measurement
- Barometers. Aneroid and Mercurial
- Mean Sea Level (MSL)-Conversion for height
- Isobars
- Pressure systems - Depression - Trough - Col - Anticyclone - Ridge

### The Altimeter:

- Principle
- Pressure settings (QNH, QFE, Regional PS, Standard)

### Wind:

- Horizontal motion of the atmosphere
- Effect of Earth's rotation
- Relation of wind to isobars. Surface friction. Geostrophic
- Local winds. Sea breeze, off shore
- Thermal winds
- Katabatic/Anabatic
- Effect of terrain. Surface geography, Surface objects, Rotor
- Standing waves
- Wind gradient
- Wind shear

### Temperature:

- Source of Earth's heat
- Effect on density
- Adiabatic cooling/heating
- Lapse rates.
- Environmental ELR
- Adiabatic - dry and wet (saturated)
- Effect of height on saturated adiabatic lapse rate

### Humidity:

- Water vapour
- Moisture content
- Relative Humidity
- Effect of temperature

- Dew point temperature
- Effect on density

#### Air Masses:

- Source and types
- Transformation
- Fronts
- Warm
- Cold
- Occlusion

#### Clouds:

- Classification of Clouds. High/Medium/Low
- Types of Clouds. Stratiform, Cumiliform
- Names of Clouds

#### Formation of Cloud:

- Air cooling to Dew Point
- Mixing – vertical motion of atmosphere
- Convection – stability and instability
- Orographic
- Frontal

#### Precipitation:

- Rain/drizzle/hail/sleet/snow

#### Depressions:

- Origin
- Development
- Frontal depression

#### Visibility:

- Measurement
- Haze
- Mist
- Fog - Radiation/Advection

#### Ice Accretion on Aircraft:

- Conditions required for ice formation
- Types of airframe icing
- Hoar frost
- Rime ice
- Clear ice
- Effects of icing on aircraft performance
- Carburettor icing

#### Effects of Weather on Flight:

- Effect on an altimeter en route in proximity to a depression

- Effect of turbulence – low level – under cumulus
- Hazards of flight through depressions and fronts
- Hazards of flight in reduced visibility – haze – precipitation
- Effect on visibility related to the sun's position ahead or behind
- Flight in proximity of large Cu and Cb Cloud – line squalls
- Effect on surface wind direction of large Cu and Cb cloud
- Potential hazard of a snow/ice coating on a parked aeroplane
- Potential hazard of a clear evening sky in autumn/winter – fog, frost

### **AIRFRAMES AND ENGINES**

#### Aircraft Structure:

- Airframe
- Wing
- The Controls
- The Trimming System
- Tuning
- Aircraft Tyres. Wear, Bulges, Cuts, Scores
- Aircraft Seats
- Baggage
- Stowage Position
- Maximum Weights allowed

#### Engine:

- Principles of two stroke cycle
- Principles of four stroke cycle

#### Engine Ignition System:

- Principles
- The Ignition Switch/es
- Use of Correct Spark Plugs
- Spark Gap
- Replacement Intervals
- Spark Plug Security

#### Carburettors:

- Principles
- Setting for the Correct Mixture
- Recognising the Wrong Mixture

#### Exhaust Systems:

- Difference between Two-stroke and Four-stroke systems
- Checks for security, cracks, and internal integrity

#### Servicing:

- Intervals

**Oil System:**

- Correct mixing of Two-stroke Oil/Petrol
- Four stroke oil system

**Fuel System:**

- Fuel Pump
- Fuel Filters
- Fuel Grade
- Water in Fuel

**Electrical System:**

- Generators
- Batteries

**Propeller:**

- Defects
- Balancing

**Reduction Drive:**

- Belt Tension
- Alignment
- Defects
- Maintenance procedures

**Aircraft Instruments:****Airspeed Indicator:**

- Position Errors

**Altimeter:****Magnetic Compass:**

- Precautions when carrying Ferrous Objects
- Turning, acceleration, Deceleration errors

**Engine Instruments:**

- Temperature Gauges - CHT - EGT - Water
- RPM Counter

## **FIRE, FIRST AID, AND SAFETY EQUIPMENT**

**Fire, Dangers and Precautions:**

- Fire Extinguishers
- Fire in Flight
- Fire on the Ground
- Fuel Storage, Fuel Mixing, Refuelling
- Smoking

**First Aid:**

- Procedures following an accident
- Fractured or Broken Limbs
- Severe Bleeding

- Head Injuries
- Severe Shock
- Burns
- First Aid Kits - Stowage

## **HUMAN PERFORMANCE LIMITATIONS**

Introduction:

- Reasons for Knowledge of HPL

Oxygen:

- Relation – to the atmosphere, to altitude
- Effects of reduced intake

Hypoxia:

- Location
- Timing
- Effects and acceleration of same

Hyperventilation:

- Causes and effects
- Avoidance

Barotrauma:

- Causes and effects
- Avoidance

Common Ailments:

- Effects
- Medication

Decompression:

- Underwater effects
- Relationship to flying

Air Sickness:

- Causes
- Medication
- Environment

Hearing:

- Noise limits
- Effects
- Precautions

Sight:

- Correction of defects

Toxic Hazards:

- Sources
- Effects
- Smoking

**Blood Pressure:**

- Control

**Alcohol/Drugs:**

- Problems
- Effects
- Control
- Legal Limits

**Knowledge and the Senses:**

- Knowledge
- Perception
- Action
- Environment

**Disorientation:**

- Causes
- Effect
- Result

**Avoiding the AIRPROX:**

- Assessment
- Relative speeds
- 'Look-out'
- Actions
- Problems

**Stress:**

- Forms
- The individual
- Outside influences

**Management of Stress:**

- Danger of drugs
- Mutual discussion
- Experience

**Social Psychology:**

- The Ego factor
- Potential reactions
- Control

**Hypothermia:**

- Causes
- Recognition
- Preparation for eventuality



## 2.3 Revalidation

**NOTE 1:** Schedule 7 of the Air Navigation Order 2009 specifies that a Microlight rating on a UK PPL shall be revalidated by experience in accordance with the 5 hours in 13 months arrangements. However, the CAA has issued a general exemption to allow the holder of a UK PPL(A) to maintain such a rating in accordance with the NPPL requirements set out in this section (12 hours in 24 months) as if the rating were associated with an NPPL. It is intended that this exemption will remain in place until at least April 2012.

**NOTE 2:** Schedule 7 of the Air Navigation Order 2009 specifies that a Microlight rating on a UK BCPL(A), CPL(A) or ATPL(A) shall be revalidated by experience in accordance with the requirements set out in this section; (i.e. the 12 hours in 24 months cycle). However, the CAA has issued a general exemption to allow the holder of a UK BCPL(A), CPL(A) or ATPL(A) who obtained their Microlight rating prior to 1st February 2008 to continue to re-validate that rating using the 5 in 13 months system as set out in Case A Section 1 of Part C of Schedule 7 – i.e. in the same manner as for the microlight aeroplane class rating on a UK PPL(A). It is intended that this exemption will remain in place until at least April 2012.

INTENTIONALLY LEFT BLANK

## **Appendix 1      Allowances Against Training for an NPPL(A)**

### **SECTION 1   GENERAL**

#### **Introduction**

Holders of a National Private Pilot's Licence (NPPL(A)) with either a Simple Single Engine Aeroplane (SSEA), Self Launching Motor Glider (SLMG), or Microlight Aeroplane Class Rating who are in current flying practice may count flying experience towards the minimum requirements for other Class Ratings, as described in Sections 2, 3 and 4 below. Holders of other current or lapsed pilot licences may also apply for an NPPL(A) with appropriate Class Rating(s) in accordance with the accreditation specified in the section relevant to the Class Rating sought. Credit may also be given for other flying training experience.

Each section refers to the requirements for obtaining a particular Class Rating, and also includes relevant credits for previous flying training. In order to keep each section specific to the Rating, a certain amount of repetition is allowed for the sake of clarity. The sections are as follows:

This information is consistent with NPLG website cross credit document Revision 10.

Section 2. Cross-crediting licences and ratings to NPPL(A) with SSEA Class Rating.

Section 3. Cross-crediting licences and ratings to NPPL(A) with SLMG Class Rating.

Section 4. Cross-crediting licences and ratings to NPPL(A) with Microlight Class Rating.

#### **Skill tests**

GST and NST refer to the General Skill Test and Navigation Skill Test applicable to NPPL(A) Class Ratings.

Under each list of requirements, the GST must be the final requirement to be met before application for an NPPL is made; the GST must have been completed in the 6 months before the date of application.

#### **Theoretical knowledge examinations**

The theoretical knowledge examinations (ground examinations) referred to in Sections 2, 3 and 4 are those specifically applicable to the aircraft rating in question. In the case of the NPPL(A) (SSEA) or NPPL(A)(SLMG) the Part-FCL PPL (A) theoretical knowledge examinations shall be used.

For the NPPL(A) (Microlight) the existing UK Microlight examinations shall be used pending the possible future introduction of alternative theoretical knowledge examinations specific to each aircraft rating.

#### **Medical certificates**

Either an NPPL Medical Declaration or a Part-MED Class 1, 2 or LAPL medical certificate is acceptable, but it should be noted that the periods of validity for each are different.

Validity periods

All theoretical knowledge examinations required under specific cross-crediting terms must have been passed in the 24 months before application is made for the new licence or rating.

Where accreditation is granted to holders of existing licences or ratings, such licences or ratings must have been valid in the 12 months before application is made for the new licence or rating.

## **SECTION 2 CROSS-CREDITING LICENCES AND RATINGS TO NPPL(A) (SSEA)**

### **2.1 Pilots with valid licences and ratings**

#### **2.1.1 NPPL(A) (SLMG) or UK PPL (A) SLMG to NPPL (SSEA)**

The holder of any UK issued aeroplane licence with a valid SLMG rating who wishes to obtain an SSEA Class Rating shall:

- a) produce the licence;
- b) produce log book evidence of having satisfactorily completed SSEA conversion training with an FI(A) or CRI(SPA) on single-engine piston aeroplanes;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate.

#### **2.1.2 NPPL(A) (Microlight) or UK PPL (Microlight) to NPPL(A) (SSEA)**

2.1.2.1 The holder of any UK issued aeroplane licence with a valid Microlight Class Rating or UK PPL(M) licence without restrictions who wishes to obtain an SSEA Class Rating shall:

- a) produce the licence;
- b) produce logbook evidence of currency on Microlight aircraft;
- c) carry out such SSEA conversion training as is judged necessary by the FI(A) or CRI(SPA) conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SSEA. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training;
  - iii) differences training for Microlight pilots whose Microlight flying has been solely on flexwing aircraft;
  - iv) Not less than the 32 hours required minimum total flight time for the NPPL with SSEA Class Rating, which may be a combination of both Microlight and SSEA flying.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SSEA.

For the holder of a PPL(M) with operating restrictions, the requirements shall further include:

- g) the whole of the navigation training required for the NPPL(A) with SSEA Class Rating;
- h) the completion of a minimum of 10 hours total solo flying which may be a combination of Microlight and SSEA flying.

2.1.2.2 An applicant who has commenced training for an NPPL(A) with Microlight Class Rating, but who elects to train for the NPPL(A) with SSEA Class Rating before qualifying as a Microlight pilot may claim all those hours of Microlight training on either control system undertaken in the previous 6 months as allowances against training for the NPPL(A) with SSEA Class Rating subject to the following provisos:

- a) The minimum requirement of 10 hours solo must be flown in a single-engine piston aeroplane for the grant of an NPPL(A) with SSEA Class Rating;
- b) The minimum requirement of 32 hours of flying instruction required for the NPPL(A) may consist of a combination of Microlight and SSEA training;
- c) The whole of the navigation training required for the NPPL(A) with SSEA Class Rating must be completed.

#### 2.1.3 **UK PPL (Gyroplane) to NPPL(A) (SSEA)**

The holder of a valid UK PPL(G) who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce the PPL(G);
- b) produce logbook evidence of currency on Gyroplane aircraft;
- c) carry out such SSEA conversion training as is judged necessary by the FI(A) or CRI(SPA) conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SSEA. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SSEA.

#### 2.1.4 **CAA-issued Helicopter Licence to NPPL(A) (SSEA)**

The holder of a valid CAA-issued Helicopter licence who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce the CAA-issued Part-FCL Pilot Licence (Helicopters) or UK PPL(H);
- b) produce logbook evidence of currency on helicopter aircraft;
- c) carry out such SSEA conversion training as is judged necessary by the FI(A) or CRI(SPA) conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SSEA. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training.
- d) pass the Part-FCL PPL(A) theoretical examinations in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SSEA.

#### 2.1.5 **BGA Glider Pilots Licence to NPPL(A) (SSEA)**

The holder of a valid BGA Glider Pilots Licence who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce the BGA Glider Pilots Licence;

- b) produce log book evidence of having satisfactorily completed not less than 10 hours flying training on single-engine piston aeroplanes under the supervision of an FI(A), which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight.
- c) pass the Part-FCL PPL(A) theoretical examinations;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) NST and GST in an SSEA.

## 2.1.6 **Holder of ATC Instructor's Qualification to NPPL(A) (SSEA)**

2.1.6.1 The holder of the ATC Instructor's Qualification valid for the Viking Glider who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on single-engine piston aeroplanes under the supervision of a FI(A), which must include:
  - i) not less than 1 hour dual instruction in instrument appreciation;
  - ii) not less than 4 hours dual instruction for a Category A or B1 Category Instructor, or not less than 10 hours dual instruction for a B2 category Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power and practice engine failure after take-off;
  - iii) not less than 6 hours flying as PIC for a Category A or B1 category Instructor, or not less than 10 hours for a B2 category Instructor, which must include 4 hours cross-country flying.
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or JAA Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SSEA.

2.1.6.2 The holder of the ATC Instructor's Qualification valid for the Vigilant Motor Glider who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on single-engine piston aeroplanes under the supervision of a FI(A), which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight;
  - iv) not less than 4 hours navigation training or successful completion of the 'Air Cadet Vigilant Transit Qualification' training syllabus, including at least one solo cross-country navigation exercise;
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SSEA.

### 2.1.7 **Military experience towards NPPL(A) (SSEA)**

- 2.1.7.1 An applicant for the NPPL(A) with SSEA Class Rating shall be given appropriate accreditation for any theoretical and flying training and flying experience gained during military service. A Medical Officer in HM Forces who is included in the register of GPs maintained by the GMC may, in certain circumstances, countersign an NPPL Medical Declaration.

Flying Training. Any previous flying training on Single Engine Piston (Land) aeroplanes conducted by an FI(A) or current Qualified Flying Instructor (QFI) may be counted towards the 32 hour minima of flying training and consolidation required before the applicant may take the NST and GST required for the grant of an NPPL(A) with SSEA Class Rating. This may include:

- a) Service Flying Scholarship flying.
- b) Elementary Flying Training (EFT) flying.
- c) University Air Squadron (UAS) flying.
- d) Service Pilots under training.
- e) Service Pilots withdrawn from flying training.

- 2.1.7.2 All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate. Applicants must ensure that each individual exercise requirement is fully met. Military or ex-military pilots shall receive the following specific accreditation:

- a) A Qualified Military Pilot (QMP) who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST and GST.
- b) A QMP who has not been current on any military aircraft in the 24 month period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST.
- c) A QMP who has not been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST. The applicant shall undergo a course of training on single-engine piston aeroplanes as specified by an FI(A) before passing the NPPL(A) GST in an SSEA.

### 2.1.7.3 **Theoretical Knowledge**

Qualified Military Aircrew in current flying practice, defined as a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 24 months preceding the date of application for licence issue, shall receive the following specific accreditation:

- a) A current QMP who holds or has held any Operational Category or CFS QFI / QHI Category, shall be credited all theoretical examination requirements with the exception of the Part-FCL PPL(A) theoretical examination in Aviation Law and Operational Procedures.
- b) A current QMP(A) shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight and Flight Performance and Planning.

- c) A current QMP(H), current Qualified Military Navigator or Observer shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology and Flight Performance and Planning.
- d) A current Qualified Military Air Engineer shall be credited the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight.
- e) All current Military Service Pilots, Navigators, Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall be credited the Part-FCL PPL(A) theoretical examination in Human Performance.
- f) All current Qualified Military Pilots and those current Qualified Military Navigators or Observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test. In order to add FRTOL privileges to an NPPL, unless they hold or have held any Operational Category or CFS QFI / QHI Category, they will be required to pass the Part-FCL Communications (PPL) theoretical examination.

#### 2.1.7.4 **Elementary Flying Training School Graduates**

Pilots who have graduated from Service EFTS courses shall receive the following accreditation towards the issue of an NPPL(A) with SSEA Class Rating:

- a) EFTS Graduates presented with a full accreditation course completion certificate (annotated with a Green Border) shall be credited all the NPPL(A) flying training and theoretical knowledge requirements.
- b) EFTS Graduates presented with a partial course completion certificate (annotated with a Yellow Border) shall be credited only the elements completed during EFT training and will be required to complete the remaining elements to qualify for licence issue.
- c) An EFTS Graduate who has passed the EFTS Final Handling Test and who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST and GST.
- d) All EFTS Graduates wishing to add FRTOL privileges to an NPPL shall pass the Part-FCL Communications (PPL) theoretical examination.

#### 2.1.7.5 **University Air Squadron Flying Training**

Pilots who have received formal flying training at a UAS shall receive full accreditation for such flying training. No accreditation will be given for 'air experience' flying conducted by pilots who are neither current QFIs nor holders of civil pilot licences containing valid FI(A) Ratings.

#### 2.1.7.6 **CAA-issued Aeroplane licences with a valid SEP rating to NPPL (SSEA)**

The holder of a valid CAA-issued Part-FCL Pilot Licence (Aeroplanes) or UK PPL (A) with SEP class rating who wishes to obtain an NPPL(A) (SSEA) shall:

- a) produce the CAA-issued Pilot Licence (Aeroplanes) or UK PPL(A);
- b) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate.



It should be noted that any additional ratings attached to the CAA-issued Part-FCL Pilot Licence (Aeroplanes) or UK PPL(A), such as the Night Qualification or Rating, IMC or FI(A) Rating are not transferable to an NPPL(A) (SSEA) and the holder's privileges will be restricted accordingly.

## 2.2 **Pilots with expired licences or ratings**

Credit shall be given for holders of expired CAA-issued Pilot Licences for Aeroplanes or ratings as follows:

- a) Where an SEP class rating included in such licences has expired by not more than 5 years, the licence holder shall hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in an SSEA.
- b) Where an SEP class rating included in such licences has expired by more than 5 years, the licence holder shall undergo a course of SSEA refresher flying training as specified by an FI(A) or CRI(SPA), hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in an SSEA. The licence holder shall also pass an oral theoretical knowledge examination conducted by the authorised examiner as part of the GST.

## 2.3 **Non-UK licences**

- a) The holder of any licence issued by an ICAO Contracting State who wishes to obtain an NPPL(A) with SSEA Class Rating should contact the NPPL(A) (SSEA) assistance advisers for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually. The applicant shall also pass the Part-FCL PPL(A) Air Law and Operational Procedures and Human Performance examinations prior to passing the NPPL NST and GST in an SSEA. However, holders of such licences which are current and valid in all respects who have flown a minimum of 100 hours as pilot of aeroplanes shall be credited the NPPL(A) NST if they have also flown a minimum of 5 hours PIC cross-country flight time in UK airspace in the 12 months prior to the date of licence application.
- b) Credit may be given for training on SSEA aircraft conducted in an ICAO Contracting State which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SSEA) assistance advisers. Applicants will be required to produce a certificated statement from the non-UK training provider in order for such previous training to be credited.

## 2.4 **Incomplete SLMG, Microlight and/or ATC/CCF training**

Credit may be given for training on SLMG and/or Microlight aircraft which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SSEA) assistance advisers. Credit may also be given for ATC/CCF flying training conducted on the Vigilant TMG. All accreditation requirements will be determined by the applicant's current experience and will be assessed individually. The applicant will be required to complete the minimum instructional training hours for the NPPL(A) (SSEA), to pass the Part-FCL PPL(A) theoretical knowledge examinations and to pass the NPPL(A) NST and GST in an SSEA.

## SECTION 3 CROSS-CREDITING LICENCES AND RATINGS TO NPPL(A) (SLMG)

### 3.1 Pilots with valid licences and ratings

#### 3.1.1 NPPL(SSEA), or any UK issued Licence with SEA or SEP Class Rating to NPPL(A) (SLMG)

The holder of a valid NPPL(A) with SSEA Class Rating, or any UK issued licence with SEP or SSEA Class Rating who wishes to obtain an SLMG Class Rating shall:

- a) produce the Pilot Licence (Aeroplanes) with the rating;
- b) produce log book evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate.

#### 3.1.2 NPPL(A) (Microlight) or UK PPL (Microlight) to NPPL(A) (SLMG)

##### 3.1.2.1 The holder of a licence with a valid Microlight Class Rating or UK PPL(M) without restrictions who wishes to obtain an SLMG Class Rating shall:

- a) produce the licence with valid rating or UK PPL(M);
- b) produce logbook evidence of currency on Microlight aircraft;
- c) carry out such SLMG conversion training as is judged necessary by the SLMG Instructor conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SLMG. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training;
  - iii) Differences training for Microlight pilots whose Microlight flying has been solely on flexwing aircraft;
  - iv) not less than the 32 hours required minimum total flight time for the NPPL(A) with SLMG Class Rating, which may be a combination of both Microlight and SLMG flying.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SLMG.

For the holder of a PPL(M) with operating restrictions, the requirements shall further include:

- g) the whole of the navigation training required for the NPPL(A) with SLMG Class Rating;
- h) the completion of a minimum of 10 hours total solo flying which may be a combination of Microlight and SLMG flying.

##### 3.1.2.2 An applicant who has commenced training for a NPPL(A) with Microlight Class Rating but who elects to train for the NPPL(A) with SLMG Class Rating before qualifying as a Microlight pilot may claim all those hours of Microlight training on either control system undertaken in the previous 6 months as allowances against training for the NPPL(A) with SLMG Class Rating subject to the following provisos:

- a) The minimum of 10 hours solo must be flown on a self-launching motor glider for the grant of an NPPL(A) with SLMG Class Rating;
- b) The minimum requirement of 32 hours of flying instruction required for the NPPL(A) may consist of a combination of Microlight and SLMG training;
- c) The whole of the navigation training required for the NPPL(A) with SLMG Class Rating must be completed.

### 3.1.3 **UK PPL (Gyroplane) to NPPL(A) (SLMG)**

The holder of a valid UK PPL(G) who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce the PPL(G);
- b) produce logbook evidence of currency on Gyroplane aircraft;
- c) carry out such SLMG conversion training as is judged necessary by the SLMG Instructor conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SLMG. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.4 **CAA-issued Helicopter licence to NPPL(A) (SLMG)**

The holder of a valid CAA-issued Helicopter licence who wishes to obtain an NPPL with SLMG Class Rating shall:

- a) produce the CAA-issued Helicopter licence;
- b) produce logbook evidence of currency on helicopters;
- c) carry out such SLMG conversion training as is judged necessary by the SLMG Instructor conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SLMG. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training;
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.5 **BGA Glider Pilots Licence to NPPL(A) (SLMG)**

The holder of a valid BGA Glider Pilots Licence who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce the BGA Glider Pilots Licence;

- b) produce log book evidence of having satisfactorily completed not less than 10 hours flying training on a self-launching motor glider under the supervision of an SLMG Instructor, which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight.
- c) pass the Part-FCL PPL(A) theoretical examinations;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.6 **Holder of ATC Instructor's Qualification to NPPL(SLMG)**

3.1.6.1 The holder of the ATC Instructor's Qualification valid for the Viking Glider who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on a self-launching motor glider under the supervision of an SLMG Instructor, which must include:
  - i) not less than 1 hour dual instruction in instrument appreciation;
  - ii) not less than 4 hours dual instruction for a Category A or B1 Category Instructor, or 10 hours for a B2 Category Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power and practice engine failure after take-off;
  - iii) not less than 6 hours flying as PIC for a Category A or B1 Category Instructor, or 10 hours for a Category C Instructor, which must include 4 hours cross-country flying;
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SLMG.

3.1.6.2 The holder of the ATC Instructor's Qualification valid for the Vigilant Motor Glider who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on a self-launching motor glider under the supervision of an SLMG Instructor, which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight;
  - iv) not less than 4 hours navigation training or successful completion of the 'Air Cadet Vigilant Transit Qualification' training syllabus, including at least one solo cross-country navigation exercise;
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.7 **Military training towards NPPL(A) (SLMG)**

An applicant for the NPPL(A) with SLMG Class Rating shall be given appropriate accreditation for any theoretical and flying training and flying experience gained during military service. A Medical Officer in HM Forces who is included in the register of GPs maintained by the GMC may, in certain circumstances, countersign an NPPL Medical Declaration.

#### 3.1.7.1 **Flying Training**

Any previous flying training on self-launching motor gliders conducted by an SLMG Instructor may be counted towards the 32 hour minimum of flying training and consolidation required before the applicant may take the NST and GST required for the grant of an NPPL(A) with SLMG Class Rating. All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate. Applicants must ensure that each individual exercise requirement is fully met. Military or ex-military pilots shall receive the following specific accreditation:

- a) A Qualified Military Pilot (QMP) who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST and GST, but shall produce log book evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders.
- b) A QMP who has not been current on any military aircraft in the 24 month period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST but shall produce log book evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders.
- c) A QMP who has not been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST. The applicant shall undergo a course of training on self-launching motor gliders as specified by an SLMG Instructor before passing the NPPL(A) GST in an SLMG.

#### 3.1.7.2 **Theoretical Knowledge**

Qualified Military Aircrew in current flying practice, defined as a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 24 months preceding the date of application for licence issue, shall receive the following specific accreditation:

- a) A current QMP, who holds or has held any Operational Category or CFS QFI / QHI Category, shall be credited all theoretical examination requirements with the exception of the Part-FCL PPL(A) theoretical examination in Aviation Law and Operational Procedures.
- b) A current QMP(A) shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight and Flight Performance and Planning.
- c) A current QMP(H), current Qualified Service Navigator or Observer shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology and Flight Performance and Planning.

- d) A current Qualified Military Air Engineer shall be credited the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight.
- e) All current Qualified Military Pilots, Navigators, Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall be credited the Part-FCL PPL(A) theoretical examination in Human Performance.
- f) All current Qualified Military Pilots and those current Qualified Military Navigators or Observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test. In order to add FRTOL privileges to an NPPL(A), unless they hold or have held any Operational Category or CFS QFI / QHI Category, they will be required to pass the Part-FCL Communications (PPL) theoretical examination.

### 3.1.7.3 **Elementary Flying Training School Graduates**

Pilots who have graduated from Service EFTS courses shall receive the following accreditation towards the issue of an NPPL with SLMG Class Rating:

- a) EFTS Graduates presented with a full accreditation course completion certificate (annotated with a Green Border) shall be credited all the NPPL(A) flying training and theoretical knowledge requirements but shall produce logbook evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders.
- b) EFTS Graduates presented with a partial course completion certificate (annotated with a Yellow Border) shall be credited only the elements completed during EFT training and will be required to complete the remaining elements to qualify for licence issue including conversion training with an SLMG Instructor on self-launching motor gliders.
- c) An EFTS Graduate who has passed the EFTS Final Handling Test and who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue, shall be credited the requirement to pass the NPPL(A) NST and GST.
- d) All EFTS Graduates wishing to add FRTOL privileges to an NPPL shall pass the Part-FCL Communications (PPL) Examination.

### 3.1.7.4 **University Air Squadron Flying Training**

Pilots who have received formal flying training at a UAS shall receive full accreditation for such flying training. No accreditation will be given for 'air experience' flying conducted by pilots who are neither current QFIs nor holders of civil pilot licences containing valid FI(A) Ratings.

### 3.1.8 **CAA-issued Part-FCL Pilot Licence (Aeroplanes) with TMG Class Rating or UK PPL(A) SLMG to NPPL(A) (SLMG)**

The holder of a valid CAA-issued Part-FCL Pilot Licence (Aeroplanes) with TMG Class Rating or UK PPL(A) SLMG who wishes to obtain an NPPL(A) (SLMG) shall:

- a) produce the CAA-issued Part-FCL Pilot Licence (Aeroplanes) or UK PPL(A);
- b) hold a valid NPPL medical declaration or Part-MED Class 1, 2 or LAPL medical certificate.

It should be noted that the holder's privileges will be restricted to NPPL(A) privileges only.

### 3.2 **Pilots with expired licences or ratings**

Credit shall be given for holders of expired CAA-issued Part-FCL Pilot Licence (Aeroplanes) and UK PPL(A) licences or ratings as follows:

- a) Where a TMG class rating or SLMG privileges included in such licences has expired by not more than 5 years, the licence holder shall hold a valid NPPL medical declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL GST in an SLMG.
- b) Where a TMG class rating or SLMG privileges included in such licences has expired by more than 5 years, the licence holder shall undergo a course of training on a self-launching motor glider as specified by a SLMG Instructor, hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL GST in an SLMG. The licence holder shall also pass an oral theoretical knowledge examination conducted by the authorised examiner as part of the GST.

### 3.3 **Non-UK licences**

- a) The holder of any licence issued by an ICAO Contracting State who wishes to obtain an NPPL(A) with SLMG Class Rating should contact the NPPL(A) (SLMG) assistance advisers for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually. The applicant shall also pass the Part-FCL PPL(A) theoretical examinations in Air Law and Operational Procedures and Human Performance prior to passing the NPPL(A) NST and GST in a SLMG. However, holders of such licences which are current and valid in all respects who have flown a minimum of 100 hours as pilot of aeroplanes shall be credited the NPPL(A) NST if they have also flown a minimum of 5 hours PIC cross-country flight time in UK airspace in the 12 months prior to the date of licence application.
- b) Credit may be given for training on SLMG or TMG aircraft conducted in an ICAO Contracting State which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SLMG) assistance advisers. Applicants will be required to produce a certificated statement from the non-UK training provider in order for such previous training to be credited.

### 3.4 **Incomplete SEP, SSEA, Microlight and/or ATC/CCF training**

Credit may be given for training on SEP, SSEA and/or Microlight aircraft which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SLMG) assistance advisers. Credit may also be given for ATC/CCF flying training conducted on the Vigilant TMG. All accreditation requirements will be determined by the applicant's current experience and will be assessed individually. The applicant will be required to complete the minimum instructional training hours for the NPPL(A) (SLMG), to pass the Part-FCL PPL(A) theoretical examinations and to pass the NPPL(A) NST and GST in a SLMG.

## **SECTION 4 CROSS-CREDITING LICENCES AND RATINGS TO NPPL (MICROLIGHT)**

### **4.1 Pilots with valid licences and ratings**

#### **4.1.1 UK Licence with SEP or SSEA rating to NPPL(A) (Microlight)**

The holder of a valid CAA-issued Pilot Licence (Aeroplanes) with SEP Class Rating or SSEA rating who wishes to obtain a Microlight Class Rating shall:

- a) produce the CAA-issued Pilot Licence (Aeroplanes);
- b) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) GST in a Microlight.

#### **4.1.2 NPPL(A) (SLMG), UK PPL(A) SLMG to NPPL(A) (Microlight)**

The holder of a valid UK issued licence with SLMG rating who wishes to obtain a Microlight Class Rating shall:

- a) produce the licence with valid SLMG rating;
- b) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) GST in a Microlight.

#### **4.1.3 UK PPL (Gyroplane) to NPPL(A) (Microlight)**

The holder of a valid UK PPL(G) who wishes to obtain an NPPL(A) with Microlight Class Rating shall:

- a) produce the UK PPL(G);
- b) pass the Microlight theoretical examinations in Aircraft General (Part 1) and Aviation Law, Flight Rules and Procedures;
- c) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) GST in a Microlight.

#### **4.1.4 CAA-issued Helicopter licence to NPPL(A) (Microlight)**

The holder of a valid Helicopter licence who wishes to obtain an NPPL(A) with Microlight Class Rating shall:

- a) produce the CAA-issued Helicopter licence;
- b) pass the Microlight theoretical examinations in Aircraft General (Part 1) and Aviation Law, Flight Rules and Procedures;



- c) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) GST in a Microlight.

#### 4.1.5 **BGA Glider Pilots Licence to NPPL(A) (Microlight)**

The holder of a valid BGA Glider Pilots Licence who wishes to obtain a NPPL(A) with Microlight Class Rating shall:

- a) produce the BGA Glider Pilots Licence;
- b) produce log book evidence of 5 flights as PIC of gliders within the 9 months prior to licence application;
- c) produce log book evidence of having satisfactorily completed not less than 15 hours conversion training on Microlight aircraft under the supervision of a Microlight FI, which must include:
  - i) not less than 6 hours supervised solo flight;
  - ii) not less than 5 hours navigation training, to include not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(A) (Microlight) syllabus
- d) pass the Microlight theoretical knowledge examinations;
- e) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- f) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- g) pass the NPPL(A) GST on a Microlight.

#### 4.1.6 **ATC Instructor's Qualification to NPPL(A) (Microlight)**

The holder of the ATC Instructor's qualification wishing to obtain an NPPL(A) with Microlight Class Rating shall:

- a) produce log book evidence of having satisfactorily completed not less than 15 hours conversion training on Microlight aircraft under the supervision of a Microlight FI, which must include:
  - i) not less than 6 hours supervised solo flight;
  - ii) not less than 5 hours navigation training, to include not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(A) (Microlight) syllabus;
- b) pass the Microlight theoretical knowledge examinations;
- c) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) GST on a Microlight.

#### 4.1.7 **Military training towards NPPL(A) (Microlight)**

- 4.1.7.1 An applicant for the NPPL(A) with Microlight Class Rating shall be given appropriate accreditation for any theoretical and flying training and flying experience gained during military service. A Medical Officer in HM Forces who is included in the register of GPs maintained by the GMC may, in certain circumstances, countersign an NPPL Medical Declaration.
- 4.1.7.2 **Flying Training.** Any previous flying training on Single Engine Piston (Land) aeroplanes conducted by an FI(A) or current Qualified Flying Instructor (QFI) may be counted towards the 25 hour minima of flying training and consolidation required before the applicant may take the GST required for the grant of an NPPL(A) with Microlight Class Rating. This may include:
- a) Service Flying Scholarship flying.
  - b) Elementary Flying Training (EFT) flying.
  - c) University Air Squadron (UAS) flying.
  - d) Service Pilots under training.
  - e) Service Pilots withdrawn from flying training.
- 4.1.7.3 All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate. Applicants must ensure that each individual exercise requirement is fully met. Military or ex-military pilots shall receive the following specific accreditation:
- a) A Qualified Military Pilot (QMP) who has been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall pass the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
  - b) A QMP who has not been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall undergo a course of training on Microlight aircraft as specified by a Microlight FI before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
- 4.1.7.4 **Theoretical Knowledge**
- Qualified Service Aircrew in current flying practice, defined as a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 24 months preceding the date of application for licence issue, shall receive the following specific accreditation:
- a) A current QMP, who holds or has held any Operational Category or CFS QFI / QHI Category, shall be credited all theoretical examination requirements with the exception of the Microlight theoretical knowledge examination in Aviation Law, Flight Rules and Procedures and the Microlight Aeroplanes Type (Part 2) oral examination.
  - b) A current QMP(A) shall be credited the Microlight theoretical examinations in Navigation, Meteorology and Aircraft General (Part 1).

- c) A current QMP(H), current Qualified Military Navigator or Observer shall be credited the Microlight theoretical examinations in Navigation and Meteorology.
- d) A current Qualified Military Air Engineer shall be credited the Microlight theoretical examination in Aircraft General (Part 1).
- e) All current Qualified Military Pilots, Navigators, Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses will be credited the Microlight theoretical examination in Human Performance and Limitations.
- f) All current Qualified Military Pilots and those current Qualified Military Navigators or Observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test. In order to add FRTOL privileges to an NPPL, unless they hold or have held any Operational Category or CFS QFI / QHI Category, they will be required to pass the Part-FCL Communications (PPL) theoretical examination.

#### 4.1.7.5 **Elementary Flying Training School Graduates**

Pilots who have graduated from Service EFTS courses shall receive the following accreditation towards the issue of a NPPL(A) with Microlight Class Rating:

- a) EFTS Graduates presented with a full accreditation course completion certificate (annotated with a Green Border) will be credited all the NPPL(A) flying training and theoretical knowledge requirements but shall produce logbook evidence of having satisfactorily completed conversion training with a Microlight FI on Microlight aircraft before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
- b) EFTS Graduates presented with a partial course completion certificate (annotated with a Yellow Border) will be credited only the elements completed during EFT training and will be required to complete the remaining elements to qualify for licence issue including conversion training with a Microlight FI on Microlight aircraft before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
- c) All EFTS Graduates wishing to add FRTOL privileges to an NPPL(A) shall pass the Part-FCL Communications (PPL) Examination.

#### 4.1.7.6 **University Air Squadron Flying Training**

Pilots who have received formal flying training at a UAS shall receive full accreditation for such flying training. No accreditation will be given for 'air experience' flying conducted by pilots who are neither current QFIs nor holders of civil pilot licences containing valid FI(A) Ratings.

#### 4.1.8 **Powered Parachute, Powered Hang Glider, Hang Glider or Paraglider experience to NPPL(A) (Microlight)**

The holder of a PPL (Powered Parachute), a British Hang Gliding and Paragliding Association 'Pilot' Rating (or higher), BMAA or BHPA 'Powered Hang Glider FLM' Rating who wishes to obtain an NPPL(A) (Microlight) shall:

- a) produce log book evidence of having completed 5 flights as PIC of a powered parachute, powered hang glider, hang glider or paraglider in the 9 months prior to licence application;

- b) for applicants for the NPPL(A) (Microlight) with operational limits, produce log book evidence of having satisfactorily completed flying training on Microlight aircraft under the supervision of a Microlight FI including training exercises as defined in the NPPL(A) (Microlight) syllabus, which must include:
  - i) not less than 5 hours training, including:
  - ii) not less than 3 hours supervised solo flight in the 9 months prior to licence application;
- c) for applicants for the NPPL(A) (Microlight) without operational limits, produce log book evidence of having satisfactorily completed flying training in Microlight aircraft under the supervision of a Microlight FI including training exercises as defined in the NPPL (Microlight) syllabus, which must include:
  - i) not less than 15 hours training, including:
    - (1) not less than 6 hours supervised solo flight in the 9 months prior to licence application;
    - (2) not less than 3 hours solo navigation in the 9 months prior to licence application including the qualifying cross-country flight as defined in the NPPL(A) (Microlight) syllabus;
- d) pass the following Microlight theoretical knowledge examinations:
  - i) Holders of UK PPL (Powered Parachute) shall pass the Microlight theoretical examination in Aircraft General (Part 1);
  - ii) Holders of British Hang Gliding and Paraglider Association or BMAA Powered Hang Glider FLM 'Pilot' ratings shall pass all Microlight theoretical examinations;
- e) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- f) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- g) pass the NPPL(A) (Microlight) GST.

#### 4.1.9 **Self Propelled Hang Glider or Foot Launched Microlight experience to NPPL(A) (Microlight) (Powered Parachute)**

The holder of a BMAA or BHPA Self Propelled Hang Glider or Foot Launched Microlight Pilot Rating who wishes to obtain an NPPL(A) (Microlight) (Powered Parachute) shall:

- a) produce log book or log sheet evidence of having completed at least 5 hours experience on foot launched SPHG or FLM aircraft in the 12 months prior to licence application;
- b) hold a current BMAA or BHPA SPHG/FLM Pilot Rating;
- c) complete the following flight training:
  - i) For applicants for the NPPL(A) (Microlight) (Powered Parachute) with Operational Limitations, complete flight training of not less than 2 hours on Powered Parachutes under the supervision of an instructor authorised to conduct training for the NPPL(A) (Microlight) (Powered Parachute), to include:
    - (1) not less than 1 hour solo PIC within the 9 months before licence application;

- (2) not less than 15 take-offs and full stop landings, of which 6 must be solo PIC flown within the 9 months before licence application;
- ii) For applicants for the NPPL(A) (Microlight) (Powered Parachute) without Operational Limitations, complete flight training of not less than 5 hours on Powered Parachutes under the supervision of an instructor authorised to conduct training for the NPPL(A) (Microlight) (Powered Parachute), to include:
  - (1) not less than 5 hours solo PIC within the 9 months before licence application;
  - (2) not less than 15 take-offs and full stop landings, of which 6 must be solo PIC flown within the 9 months before licence application.
  - (3) Navigation training, to include:
    - (aa) not less than 2 hours solo PIC within the 9 months before licence application, including one cross-country flight of at least 25 nautical miles during which the applicant landed at least one other site not less than 10 nautical miles from the site of departure;
- d) within the 12 months before licence application, pass the Microlight theoretical knowledge examinations in Aviation Law (Microlight), Human Performance and Limitations, Navigation, Meteorology and Aircraft General (Powered Parachutes);
- e) within the 9 months before licence application, pass the oral examination in Aircraft Type (Powered Parachutes);
- f) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- g) pass a Powered Parachute Flight Test with an Examiner authorised to conduct tests on Powered Parachutes.

#### 4.2 **Pilots with expired licences or ratings**

Credit shall be given for holders of expired CAA-issued Part-FCL Pilot Licence (Aeroplanes) and UK PPL(A) licences or ratings as follows:

- a) Where a Microlight class rating or Microlight privileges included in such licences has expired by not more than 5 years, the licence holder shall hold a valid NPPL medical declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in a Microlight.
- b) Where a Microlight class rating or Microlight privileges included in such licences has expired by more than 5 years, the licence holder shall undergo a course of training on a Microlight aircraft as specified by a Microlight FI, hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in a Microlight. The licence holder shall also pass an oral theoretical knowledge examination conducted by the authorised examiner as part of the GST.

#### 4.3 **Non-UK licences**

The holder of any licence issued by an ICAO Contracting State who wishes to obtain a NPPL(A) (Microlight) should write to the BMAA for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually. The applicant shall also pass the Microlight theoretical examinations in Aviation Law, Flight Rules and Procedures and Human Performance and Limitations before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.

#### 4.4 **Incomplete SEP, SSEA, SLMG and/or ATC/CCF training**

- 4.4.1 Credit towards the grant of an NPPL with Microlight Class Rating may be given for flight training on other classes of aircraft. A maximum of 10 hrs credit will be given for any such training conducted with an authorised UK flight instructor; applicants seeking credit for other flight training should contact the BMAA for advice.
- a) Applicants for a Microlight Class Rating without Operational Limitations shall pass the Microlight theoretical knowledge examinations, including the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner and complete not less than 25 hours total flight training, to include the following flight training on Microlight aircraft:
    - i) not less than 5 hours of navigation training with an authorised Microlight instructor in the 9 months before licence application;
    - ii) not less than 10 hours solo under the supervision of an authorised Microlight instructor in the 9 months before licence application, to include:
      - (1) 3 hours navigation;
      - (2) 2 qualifying cross-country flights as defined in the NPPL Microlight Syllabus;
    - iii) Pass the NPPL GST.
  - b) Applicants for a Microlight Class Rating with Operational Limitations shall pass the Microlight theoretical knowledge examinations, including the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner and complete not less than 15 hours total flight training, to include the following flight training on Microlight aircraft:
    - i) Not less than 7 hours solo under the supervision of an authorised Microlight instructor in the 9 months before licence application;
    - ii) Pass the NPPL GST.
- 4.4.2 Credit towards the Microlight theoretical knowledge examinations may be given for NPPL(A) or PPL theoretical knowledge examinations in the following subjects which the applicant has passed in the 24 months before licence application:
- a) Human Performance and Limitations.
  - b) Navigation and Radio Aids.
  - c) Meteorology.

## **Part B            UK Private Pilot Licences (PPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft**

### **Subpart 1        UK PPL(A) – Aeroplanes**

No Supplementary information.

INTENTIONALLY LEFT BLANK



## **Subpart 2      UK Private Pilot Licence for Balloons and Airships – UK PPL(BA)**

### **1      Applicability**

The holder of a UK PPL(BA) may exercise the privileges of the licence to fly non-EASA balloons or airships, as applicable, registered in the UK, that come within the privileges of the licence and the valid ratings included in the licence.

### **2      Privileges**

The privileges and conditions of the UK PPL (BA) are as defined in Part A of Schedule 7 to the ANO, refer to CAP 804 Section 7, Part B:

For this purpose, the types of balloon or airships are:

- a) Free Balloons Hot Air Filled
- b) Free Balloons Gas Filled Netless
- c) Free Balloons Gas Filled Netted
- d) Free Balloons Combination Gas/Hot Air Filled
- e) Hot Air Airships – Pressurised (up to 160,000 CuFt/4550 CuM Volume)
- f) Hot Air Airships – Un-pressurised (up to 160,000 CuFt/4550 CuM Volume)
- g) Gas Airships – Pressurised (up to 160,000 CuFt/4550 CuM Volume)

When a UK PPL(BA) is issued, it will be endorsed with a “Day Flying Only” restriction. (For removal of this restriction, please refer to the Night Flying section). Airship ratings can only be obtained and endorsed onto an existing PPL(BA) licence. (Please refer to paragraph 3.9 for full details).

### **3      Requirements**

- 3.1 Minimum Age
- 3.2 Licence Validity
- 3.3 Non-UK Licence Holders
- 3.4 UK PPL(BA) Flying Training/Experience Requirements
- 3.5 UK PPL(BA) Ground Examination Requirements
- 3.6 UK PPL(BA) Flight Test Requirements
- 3.7 UK PPL(BA) Medical Requirements
- 3.8 UK PPL(BA) Re-validation Requirements
- 3.9 Additional Balloon or Hot-Air Airship Rating
- 3.10 UK Flight Radiotelephony Operator’s Licence (FRTOL) Requirements

Applicants for and holders of the UK PPL(BA) shall hold a Part-MED Class 1, Class 2 or LAPL medical certificate or hold a Medical declaration.

**EASA Airship Licences** – Article 62(5) of the ANO renders the EASA PPL(As) to be a valid licence with the same privileges for non-EASA airships.

**EASA Balloon Licences** – Article 62(5) of the ANO renders the EASA LAPL(B) and BPL to be a valid licence with the same privileges for non-EASA balloons.

### 3.1 **Minimum Age**

Applicants for the PPL(BA) for balloons and airships – shall be at least 17 years of age;

### 3.2 **Licence Validity**

The UK PPL(BA) will be issued with a lifetime validity but for the privileges conferred by it to be exercised the pilot must have a current Part-MED Medical Certificate or a Medical Declaration and a valid Aircraft Rating.

### 3.3 **Non-UK Licence Holders**

Any credits or exemptions against training for holders of a non-UK Pilot's Licence or equivalent privileges for balloons are indicated at the relevant section.

Applicants for conversion to a UK PPL(BA) must obtain a valid Part-MED Medical Certificate or UK National PPL Medical Declaration.

### 3.4 **UK PPL(BA) Flying Training/Experience Requirements**

#### 3.4.1 **For PPL(BA) Issue with a Free Balloons Hot Air Filled Rating:**

An applicant for a UK PPL(BA) shall produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the Authority, within the 24 months preceding the date of application for the licence.

Flying hours by day under instruction in hot air filled balloons must include:

- a) not less than **16 hours** total flying time to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2; and
- b) **6** ascents by day under the instruction of a licensed balloon pilot of which **4** ascents must be made under the instruction of a BBAC instructor.

In addition to the above, applicants must complete:

- c) **1** solo ascent by day of not less than 30 minutes duration under the supervision of a CAA appointed examiner or delegated instructor (to be completed within the 6 months preceding licence application); and
- d) **1** tethered flight.

#### 3.4.2 **For PPL(BA) Issue with a Free Balloon Gas Filled Rating:**

An applicant for a UK PPL(BA) shall produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the Authority, within the 24 months preceding the date of application for the licence.

Flying hours by day under instruction in gas balloons must include:

- a) not less than **16 hours** total flying time to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2;
- **6** ascents by day under the instruction of a licensed Gas Balloon pilot of which **4** ascents must be made under the instruction of a BBAC Gas Balloon Instructor or CAA appointed Gas Balloon Examiner.

**NOTE:** The PPL(BA) will be rated for netless or netted gas filled balloons according to the type in which the training and flight test is completed.

### 3.4.3 **Credits for Non-UK Licence Holders:**

Logbook evidence that the applicant has met the above minimum flying experience for a PPL(BA) issue with a Free Balloons Hot Air Filled Rating or a Free Balloons Gas Filled Rating as appropriate must be provided.

### 3.4.4 **Night Flying:**

#### **Free Balloons Hot Air Filled:**

Where an applicant wishes to exercise the licence privileges by night in hot air balloons, the following additional training must be completed: 2 night flights, each of which shall include a night take-off and subsequent night operation of not less than 1 hour's duration under the supervision of a licensed hot air filled balloon pilot whose licence is not limited to day flying only.

#### **Free Balloons Gas Filled:**

Where an applicant wishes to exercise the licence privileges by night in gas filled balloons, the following additional training must be completed: 2 periods of night operation of not less than 1 hour's duration, which may be completed in 2 flights or a single flight spanning 2 nights under the supervision of a licensed gas filled balloon pilot whose licence is not limited to day flying only.

### 3.5 **UK PPL(BA) Ground Examination Requirements**

An applicant for a UK PPL(BA) is required to pass written examinations in the following subjects:

1. Aviation Law, Flight Rules and Procedures
2. Human Performance and Limitations
3. Navigation
4. Meteorology
5. Airmanship and Balloon Systems (for Hot-air Balloons only)
6. Airmanship and Aerostatics (for Gas-filled Balloons only)

The syllabus for subjects 1, 2, 3, and 4 is the same as for the CPL(B) (see Part II, Section 5, Part C). The syllabus for subjects 5 and 6 is maintained by the BBAC Senior Examiner, and a copy may be obtained from the club on request.

The examinations are written multiple-choice papers and are normally conducted under the auspices of a Balloon or Airship Examiner. The above examinations are valid for licence issue for 24 months from the date of passing. Candidates must obtain not less than 70% in each subject to pass.

#### **Credits from Ground Examinations**

The holder of a valid UK or Part-FCL Private or Professional Pilot's Licence for any category of aircraft is credited the examinations in Aviation Law, Flight Rules and Procedures, Meteorology and, if already passed, Human Performance and Limitations.

Holders of a valid non-UK ICAO Annex I compliant Private or Professional Pilot's Licence (Balloons) issued by an ICAO Contracting State (an ICAO balloon pilot's licence) are credited the examinations in Navigation, Meteorology, Airmanship and Balloon Systems.

### 3.6 **UK PPL(BA) Flight Test Requirements**

An applicant for a UK PPL(BA) shall pass a Flight Test in a hot air filled or gas filled balloon as appropriate with, or supervised by, a CAA Authorised Balloon Examiner.

The Flight Test is valid for licence issue for 9 months from the date of passing.

**NOTE:** Where the balloon used can carry only one person, the flight test is carried out under the supervision of the Examiner. There is no requirement for a further solo flight. The licence will be restricted to solo flying only, until a further test is passed in a balloon designed for multiple occupancy.

It is not essential to complete the test in one flight, but the whole test must be passed in a 28 day period.

#### **Credits from Flight Test:**

The holder of a non-UK balloon licence who has completed 5 ascents as pilot-in-command on a similar balloon type in the last 13 months will be credited with a pass for the flight test.

DETAILS OF THE UK PPL(BA) FLIGHT TEST ARE GIVEN IN PART II, SECTION 5, PART B, SUBPART 2.

### 3.7 **UK PPL(BA) Medical Requirements**

An applicant for a UK PPL(BA) shall hold a valid Part-MED Medical Certificate or UK National PPL medical declaration. For full details please refer to Section 4, Part N.

Applicants are strongly advised to ensure that they meet the appropriate medical standard before embarking on a course of training.

### 3.8 **UK PPL(BA) Re-validation Requirements**

The minimum flying experience required to maintain balloon ratings in the licence is 5 ascents, each of at least 5 minutes duration, as PIC within the previous 13 months, or satisfactorily passing the Flight Test as detailed in Part II, Section 5, Part B, Subpart 2.

A pilot who has not met the requirement specified above to maintain the rating but wishes to qualify for a further 13 months flying must either, pass a balloon test, or undertake the balance of the required ascents as PIC with a BBAC instructor. If the period since the last flight flown as Pilot-in-Command exceeds 4 years the pilot must apply to the CAA through the BBAC Senior Examiner for an assessment of the amount of dual and solo flying to be undertaken, and pass the skill test to revalidate a balloon rating in the licence.

### 3.9 **Additional Balloon or Hot-Air Airship Rating**

#### 3.9.1 **Addition of a Free Balloons Hot Air Filled Rating:**

The holder of a PPL(BA) wishing to add a Hot Air Filled Balloon Rating to the licence shall comply with the following requirements:

- a) Undergo 5 hours flying training on hot air filled balloons to include 3 ascents with a person entitled to give such training to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2;
- b) Undertake a supervised solo flight;
- c) Pass a Flight Test as detailed in Part II, Section 5, Part B, Subpart 2 in a hot air filled balloon conducted by CAA Authorised Examiner; and
- d) Pass the Airmanship and Balloon Systems Ground Examination.

### 3.9.2 **Addition of a Free Balloons Gas Filled Rating:**

Ratings are available for netted gas balloons and netless gas balloons. Conversion training may be on either type.

The holder of a PPL(BA) wishing to add a Gas Filled Balloon Rating to the licence shall comply with the following requirements:

- a) Have achieved at least 50 hours experience as Pilot-in-Command of hot-air balloons;
- b) Undergo at least 10 hours flying training on gas filled balloons under the instruction of a BBAC Gas Balloon Instructor or CAA appointed Gas Balloon Examiner to cover the syllabus of training detailed in Part II, Section 5, Part B, Subpart 2 which must include not less than two ascents, one of which may be the flight test;
- c) Pass a Flight Test as detailed in Part II, Section 5, Part B, Subpart 2 in a gas balloon conducted by CAA Authorised Examiner; and
- d) Pass the Airmanship and Aerostatics Ground Examination.

The holder of a gas balloon rating of one type (netted or netless) may add the other type (netted or netless) by:

- e) Passing an oral examination on the technical knowledge and operation and differences between netted and netless gas balloons conducted by the authorised examiner; and
- f) Having a practical demonstration of the envelope rigging and operation of the valve prior to take-off.

### 3.9.3 **Addition of a Hot-Air Airship Rating (either Pressurised or Unpressurised):**

The holder of a PPL(BA) wishing to add a Hot-Air Airship Rating to the licence shall comply with the following requirements:

- a) Have achieved at least 5 hours experience as Pilot-in-Command of hot-air balloons;
- b) Undergo at least 5 hours flying training on a hot-air airship to include at least 3 hours dual instruction, and one supervised solo flight;
- c) Pass a Flight Test in a hot-air airship conducted by a CAA Authorised Examiner, followed by a qualifying solo flight; and
- d) Pass the Aircraft Technical examination conducted by the authorised examiner. This takes the form of an oral test on the technical differences between the hot-air balloon and the hot-air airship (either pressurised or unpressurised).

**NOTE:** Where both the pressurised and unpressurised ratings are required the requirements shall be complied with separately for both pressurised and unpressurised hot-air airships.

### 3.9.4 **Addition of a Gas Airship Rating:**

Requirements for the addition of a Gas Airship Rating have not yet been developed.

### 3.10 **UK Flight Radiotelephony Operator's Licence (FRTOL) Requirements**

Although an FRTOL is not a mandatory requirement for the issue of a UK PPL(BA), applicants who intend to operate radiotelephony equipment will require an FRTOL.

FRTOL requirements are contained in Section 6.

INTENTIONALLY LEFT BLANK

## **Subpart 3      UK PPL(G) – Gyroplanes**

### **UK PPL(G) FLIGHTTEST**

Refer to Standards Document 44 available at [www.caa.co.uk/standardsdocument44](http://www.caa.co.uk/standardsdocument44).

INTENTIONALLY LEFT BLANK



## **Subpart 4      UK PPL(H) – Helicopters**

No supplementary information

INTENTIONALLY LEFT BLANK

## **Subpart 5      UK PPL(Unmanned) – Unmanned Aircraft**

Licence not yet available.

INTENTIONALLY LEFT BLANK

## **Part C            UK Commercial Pilot Licence (CPL) for Aeroplanes, Balloons and Airships, Gyroplanes, Helicopters and Unmanned Aircraft**

### **Subpart 1        UK CPL(A) – Aeroplanes**

No supplementary information.

INTENTIONALLY LEFT BLANK

## Subpart 2      UK Commercial Pilot Licence for Balloons – UK CPL(B)

### 1      UK CPL(B) General Flight Test

#### 1.1      Syllabus and Conditions for the Test for Balloons

This appendix sets out the content of the General Flight Test (Day) (GFT) for the grant of the Commercial Pilot's Licence (Balloons) (CPL(B)), the flight test pass conditions, the validity period of a successful flight test results and the flight test arrangements.

#### 1.2      General Flight Test (Day) Content

1.2.1      The content of the GFT has been expanded in detail to give applicants guidance as to the skills and knowledge they will be expected to demonstrate during the test.

1.2.2      In addition to the specific items detailed, applicants will be required to demonstrate their knowledge of, and adherence to the guidelines for balloon flying agreed with the National Farmers Union (NFU). Whilst these guidelines do not form part of the test, the examiner, as pilot-in-command of the balloon during the test, has overall responsibility for the conduct of the flight and may curtail the test at his discretion unless the NFU guidelines are being followed without just cause, i.e. in an emergency.

#### 1.3      Flight Test Pass Conditions

1.3.1      A fail in any one section of Sections 1, 2, 3 and 4 will require a re-test of that section except that in all re-tests Section 1 will be re-assessed whether or not it was a re-test item. Also, in the event of a failure in Section 3 or Section 4 then both sections will be re-assessed. A failure in Section 2 and in Section 3 or Section 4 will require a re-test of all four sections.

1.3.2      A failure to obtain a pass in all four sections within a series of 3 attempts will invalidate that series and all four sections will have to be taken at the next attempt as for the initial test.

#### 1.4      General Flight Test Results. Period of Validity

A pass in all four sections of the GFT within a series must be obtained within the 6 months immediately preceding the date of receipt by CAA of the licence application.

#### 1.5      Flight Test Arrangements

1.5.1      The flight test will be conducted by a Flight Examiner employed by the CAA or by an examiner who has been authorised for the purpose by the CAA.

1.5.2      Applicants will be required to make their own arrangements for the flight test. The applicant will be required to provide a suitable balloon for the flight test.

1.5.3      Where the flight test is conducted by an examiner employed by the CAA, the statutory charge published in the CAA Personnel Licensing Scheme of Charges available on the CAA web site [www.caa.co.uk/ors5](http://www.caa.co.uk/ors5) must be paid in advance by post or in person to the CAA, PLD at Aviation House, Gatwick or, by agreement at the time of making the arrangements for the test, to the examiner.

1.5.4      Where the flight test is conducted by an examiner approved for the purpose by the CAA, the payment and scale of charges must be agreed between the examiner and the applicant.

**1.6 General Flying Test (Day)****Section 1**

- 1.0 Pre-flight
- 1.1 Preparation for flight
- 1.2 Pre-inflation
- 1.3 Inflation

**Section 2**

- 2.0 Tethered Flight
- 2.1 Pre-inflation
- 2.2 Inflation
- 2.3 Tethered flight
- 2.4 Emergencies
- 2.5 Fuel Management

**Section 3**

- 3.0 General Handling
- 3.1 Take off
- 3.2 Level Flight
- 3.3 Climb
- 3.4 Descent
- 3.5 Approaches
- 3.6 Emergencies
- 3.7 Landing
- 3.8 Action after flight
- 3.9 Fuel Management
- 3.10 ATC liaison

**Section 4**

- 4.0 Navigation
- 4.1 Weather assessment
- 4.2 Use of maps, charts etc.
- 4.3 ATC Liaison
- 4.4 Position Fixing
- 4.5 Fuel Planning
- 4.6 Airmanship

**1.7 Expanded Syllabus****Section 1 – Pre-Flight****1.1 Preparation For Flight**

- a) Documentation
  - i) Aircraft logbook
  - ii) C of A
  - iii) C of R
  - iv) ARC and C of M Review
  - v) Medical Certificate



- vi) Crew Licence
- vii) Radio Licence (where applicable)
- viii) Aircraft Flight Manual
- ix) Load Sheet
- b) Weather
  - i) Weather Limitations
  - ii) Meteorological actual and forecast conditions for proposed flight
  - iii) Weather Suitability
- c) Selection of Launch Site
  - i) Hazards to inflation
  - ii) Field conditions
  - iii) Downwind obstructions
- d) Equipment Check
  - i) Maps, charts
  - ii) Pencil, scale, etc.
  - iii) Timepiece
  - iv) Means to assess track angles
  - v) Gloves
  - vi) Sources of Ignition (Matches, Striker etc.)
- e) Load Calculations
  - i) Load calculations as specified in Aircraft Flight Manual
  - ii) Load Sheet
- f) Flight Planning
  - i) Pre-Flight Planning and Map Preparation
  - ii) Airspace information (Danger, Prohibited, Restricted areas, ATZ, SRZ etc.)
  - iii) Endurance
  - iv) Altimeter settings (Actual and Forecast QNH)
  - v) ATS frequencies (where applicable)
  - vi) Retrieve information
  - vii) Fuel Calculations

## 1.2 Pre-Inflation

- a) Layout Considerations
  - i) Position of balloon
  - ii) Position of vehicle
  - iii) Launch Tether
- b) Basket Preparation and Inspection
  - i) Assembly of burner frame, basket wires, fuel hoses and karabiners
  - ii) Assembly of burner frame support rods and covers (where fitted)
  - iii) Location and securing of fuel cylinders
- c) Burner Preparation and Inspection
  - i) Inspection and connection of vapour and liquid hoses
  - ii) Leak Test

- iii) Operation of pilot light and valves
- iv) Operation of main burner and valves
- d) Envelope Preparation & Inspection
  - i) Connection of flying wires to burner frame
  - ii) Attachment of Quick Release/ Restraint (where fitted)
  - iii) Layout
- e) Equipment Preparation, Inspection and Checks
  - i) Altimeter
  - ii) Variometer, thermistor (if fitted)
  - iii) Radio (if fitted)
  - iv) Navigation equipment stowed
  - v) Handling line stowed
  - vi) Fire Extinguisher
- f) Crew and Passenger Briefing
  - i) Commander's supervision and direction of crew and passengers
- g) Airmanship

### 1.3 Inflation

- a) Operation of Fan
  - i) Position of fan
  - ii) Precautions
- b) Deflation System (IAW Flight Manual)
  - i) Parachute type (as fitted)
  - ii) Velcro type (as fitted)
  - iii) Combination (as fitted) type
  - iv) Rapid Deflation type (as fitted)
  - v) Turn Vents (where fitted)
- c) Control of Crew during Inflation of Envelope (IAW Flight Manual)
  - i) Envelope and fan
  - ii) Crown Line
  - iii) Basket
- d) Operation of Burner
  - i) Control
  - ii) Safety precautions
- e) Pre-take off Checks
  - i) In accordance with Flight Manual
- f) Airmanship
- g) Emergencies
  - i) Action in event of fire
  - ii) Action in event of equipment failure
  - iii) Action in event of gusting conditions

## **Section 2 – Tethered Flight**

### **2.1 Pre-Inflation**

- a) Layout Consideration
  - i) Position of tether points (vehicles, trees etc.)
  - ii) Position of balloon
  - iii) Position of tether lines
  - iv) Tether height calculations
  - v) Safety requirements
  - vi) Compliance with the Air Navigation Order and Rules of the Air
- b) Basket Preparation and Inspection In accordance with 7.1.2 (b) (Pre-inflation)
- c) Burner Preparation and Inspection In accordance with 7.1.2 (c) (Pre-inflation)
- d) Envelope Preparation and Inspection In accordance with 7.1.2 (d) (Pre-inflation)
- e) Equipment Preparation, Inspection and Checks
  - i) Attachment of tether lines to tether points in accordance with Flight Manual
  - ii) Attachment of tether lines to balloon a) i) and ii) in accordance with Flight Manual
  - iii) Thermistor (if fitted)
  - iv) Fire Extinguisher
- f) Crew and Passenger Briefing
  - i) Supervision and direction of crew
  - ii) Procedure for supervision of passenger transfer
  - iii) Directions to advise pilot of any changes in conditions
  - iv) Actions in event of emergency
- g) Crowd Control
- h) Airmanship

### **2.2 Inflation**

- a) In accordance with 7.1.3 (Inflation)

### **2.3 Tethered Flight**

- a) Application of and reaction to changes in weather conditions
- b) Climb to achieve level flight at a height nominated by the examiner
- c) Maintenance of level flight for a minimum of five minutes at a height of between 10 feet and 50 feet agl.
- d) Descent to land
- e) Procedures for transfer of passengers (Discussion)

### **2.4 Emergencies**

- a) Action in event of Fire
- b) Actions in event of equipment failure
- c) Actions in event of gusting conditions

### **2.5 Fuel Management**

- a) Fuel calculations
- b) Fuel transfer precautions

## **Section 3 – General Handling**

### **3.1 Take-off**

- a) Obtaining equilibrium
- b) Operation of quick release (where fitted)
- c) Awareness of false lift
- d) Awareness of downwind obstructions
- e) Establish climb rate to clear downwind obstructions
- f) Climb to achieve level flight

### **3.2 Level flight**

- a) Maintain level flight for a minimum of 5 minutes to within  $\pm 50$  ft of required altitude

### **3.3 Climb and transition to level flight**

- a) Maintain steady rate of climb to a briefed height (minimum height of 500 ft agl ROC not to exceed Flight Manual limits)
- b) Round out for level flight

### **3.4 Descent and transition to level flight**

- a) Achieve a steady rate of descent to a new briefed minimum height of 500 ft agl (ROD not to exceed Flight Manual Limits)
- b) Round out for level flight

### **3.5 Approach and overshoot**

- a) Airspace considerations
- b) Site selection and assessment of wind
- c) Pre-landing checks
- d) Use of controls
- e) Airmanship
  - i) High level
    - aa) An approach to land procedure starting at a minimum height of 1000 ft agl
    - bb) Stabilised descent at 400 fpm  $\pm 100$  fpm to a point from which a landing could be made
    - cc) Round out at 75 ft agl  $\pm 25$  ft
    - dd) Initiate and establish a normal climb
  - ii) b. Low level
    - aa) An approach to land procedure starting at a maximum height of 500 ft agl
    - bb) Stabilised descent at a ROD not exceeding 200 fpm to a point from which a landing could be made
    - cc) Round out at 50 ft agl  $\pm 25$  ft
    - dd) Initiate and establish a normal climb

### **3.6 Emergencies**

- a) Envelope overheat

- b) Fire in the Air
- c) Contact with power lines
- d) Contact with obstacles
- e) Loss of main burner
- f) Loss of pilot light
- g) Emergency Landing
- h) Parachute/Velcro Malfunction
- i) Approach with simulated failure of one burner
- j) Ill or incapacitated passenger

### 3.7 **Landing**

- a) Site selection
- b) Pre-landing checks – in accordance with Flight Manual
- c) Passenger briefing
- d) Use of controls to achieve desired ROD (touchdown final velocity not to exceed 50 feet per minute)
- e) Deflation
- f) Burner shutdown
- g) Passenger transfer (where applicable)

### 3.8 **Action after flight**

- a) Safety actions
- b) Passenger off-load
- c) Re-seal velcro (if appropriate)
- d) Pack away envelope
- e) De-rig burner
- f) Landowner consultation
- g) Recording of flight details in appropriate logbooks

### 3.9 **Fuel management**

- a) Minimum requirements in accordance with Flight Manual
- b) Checks
- c) Calculations
- d) Transfer of hoses
- e) Refuelling procedures and appropriate safety precautions

### 3.10 **ATC liaison**

- a) Communications with the appropriate Air Traffic Services by radiotelephony, telephone etc. as appropriate (the use of cellular telephones in flight is not permitted).

## **Section 4 – Navigation**

### **4.1 Weather**

- a) Awareness and usage of variations in wind direction and speed at different altitudes
- b) Prediction of potential hazards – curlover, turbulence, thermals etc.
- c) Anticipation of conditions in landing area
- d) Assessment of low level and surface wind speed, and direction using smoke, trees, water, crops etc.

### **4.2 Use of maps and charts**

- a) Scales and units. Conversion between units
- b) Computation of safety altitudes and selection of altitudes for flight
- c) Transfer of information from various types and projections of maps and charts
- d) Amendments to flight plan, and flight log (map)
- e) Position of balloon in relation to potential hazards and restrictions

### **4.3 ATC Liaison**

- a) Recognition of and compliance with visual signals
- b) RT communications (where applicable)
- c) Traffic avoidance
- d) SAR requirements and signals
- e) Airmiss procedure
- f) Urgency and distress signals, and procedures
- g) Altimeter setting requirements
- h) Observance of air traffic control regulations and Rules of the Air

### **4.4 Position Fixing**

- a) Fixing position within 500 metres of actual position (minimum of three fixes at intervals of not less than 5 minutes)
- b) Determine track made good and ground speed
- c) Projection of track and calculation of ETA, to within  $\pm 3$  minutes, to overhead a position nominated by the examiner
- d) Calculation of a forecast ground position. Position to be 30 minutes ahead and based upon TMG and G/S

### **4.5 Fuel management**

- a) Calculations of fuel used
- b) Revision of endurance based upon variations in fuel consumption
- c) Calculation of point from which a landing could be made aiming to land with 20% usable fuel remaining

## **2 UK Commercial Pilot's Licence (Balloons) Ground Examination Syllabus**

Questions based on the contents of current Aeronautical Information Circulars (AICs) may be asked under an appropriate subject heading.

A simple electronic calculator and three figure trigonometrical tables are provided for use in the examinations (except Navigation).

### **2.1 Aviation Law, Flight Rules and Procedures**

Publications may NOT be consulted during the examinations.

Candidates will not be required to memorise details of geographical positions, or of special procedures applicable to any particular aerodrome, Flight Information Region, Control Zone or Airway.

#### **2.1.1 The UK Aeronautical Information Publication, NOTAM and Aeronautical Information Circulars. A general knowledge of the operational provisions with a more detailed knowledge of the following:**

##### **2.1.1.1 Aerodromes**

Definitions; conditions of availability; customs and health airports; use of military aerodromes; aeronautical ground lights.

##### **2.1.1.2 Communications**

The aeronautical mobile service; the aeronautical radio navigation service.

##### **2.1.1.3 Meteorology**

Types of service provided; observing systems and operating procedures; application of METAR, TAF, TREND and AIREP codes; runway visual range; aircraft meteorological observations and reports.

##### **2.1.1.4 Air Traffic Rules and Services**

Definitions. Visual flight rules, instrument flight rules and general air traffic control procedures. Types of airspace and air traffic service units.

Separation standards. Carriage of radio equipment and communication failure procedures. 'Airprox' reporting procedures. Altimeter setting procedures.

Use of radar in air traffic services. Control areas. Advisory airspace. Flight information service. Airspace restrictions. Signals for aerodrome traffic.

##### **2.1.1.5 Search and Rescue**

Responsible authority. Communications. Distress frequencies. Aircraft not equipped with radio. Procedure for pilot-in-command requiring SAR escort facilities. Procedure for pilot-in-command observing an accident or intercepting a distress call (or message) and for guiding surface craft to the scene of a ditching. Flight in areas where search and rescue operations are in progress. Action by survivors. Ground/air visual signal code for use by survivors.

##### **2.1.1.6 Additional matters**

Any information of an operational nature that may, from time to time, be added to the UK AIP, NOTAM and Aeronautical Information Circulars. (It should be noted that questions based on the contents of current pink (Safety) Aeronautical Information Circulars may also be asked under an appropriate subject heading).

## 2.1.2 The Air Navigation Order

A general knowledge of the provisions, with particular reference to the following:

- Aircraft to be registered
- Registration of aircraft in the United Kingdom
- Certificate of airworthiness to be in force
- Issue, renewal, etc. of certificates of airworthiness
- Certificate of maintenance review
- Technical log
- Inspection, overhaul, repair, replacement and modification.
- Equipment of aircraft
- Radio equipment of aircraft
- Composition of crew of aircraft
- Members of flight crew – requirements of licences
- Grant, renewal and effect of flight crew licences
- Validation of licences
- Personal flying logbook
- Instruction in flying
- Operations Manual
- Training Manual
- Public transport - operator's responsibilities
- Public transport - operating conditions
- Pre-flight action by commander of aircraft
- Public transport of passengers – additional duties of commander
- Operation of radio in aircraft
- Towing, picking up and raising of persons and articles
- Dropping of articles and animals
- Dropping of persons
- Carriage of weapons and munitions of war
- Carriage of dangerous goods
- Method of carriage of persons
- Exits and break-in marking
- Endangering safety of any person or property
- Drunkenness in aircraft
- Authority of commander and members of the crew of aircraft
- Application and interpretation of Part 20
- Fatigue of crew - operator's responsibilities
- Flight times: responsibilities of flight crew
- Documents to be carried
- Production of documents and records
- Offences in relation to documents and records
- Rules of the air
- Power to prohibit or restrict flying
- Balloons, kites, airships, gliders and parascending parachutes
- Mandatory reporting
- Penalties
- Interpretation
- Meaning of flight
- Meaning of operator
- Meaning of aerodrome traffic zone



Schedule 2 Part A: A & B Conditions and Part B: Categories of Certificate of Airworthiness.

Schedule 3 Part A: Table of Classification of Aircraft.

Schedule 5 Radio equipment to be carried in aircraft.

Schedule 7 Flight Crew of Aircraft: Licences and Ratings.

Schedule 9 Documents to be carried by Aircraft Registered in the United Kingdom

Questions will not be asked on the details of the Schedules except where specifically indicated above.

### 2.1.3 **The Air Navigation (General) Regulations 2006 (as amended)**

Load sheets Regulation 4

Mandatory reporting Regulations 14 & 15

### 2.1.4 **The Rules of the Air Regulations 2007 (as amended)**

Interpretation – Section 1

General – Section 2

Low Flying Rules – Section 3

General Flight Rules – Section 4

Visual Flight Rules – Section 5

Instrument Flight Rules – Section 6

Aerodrome Traffic Rules – Section 7

Lights and other signals to be shown by aircraft – Section 8

Aerodrome signals and Markings – Section 9

### 2.1.5 **The Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996 (as amended)**

Duty to furnish information relating to accidents and incidents Regulation 5-6

### 2.1.6 **The Air Navigation (Dangerous Goods) Regulations 2002 (as amended)**

## 2.2 **Navigation**

### 2.2.1 **Maps**

2.2.1.1 The interpretation and use of the ICAO 1:500,000 chart and the Ordnance Survey 1:50,000 map; methods of indicating scale and relief; interpretation of chart symbols.

2.2.1.2 Position on the earth in latitude and longitude, grid reference and in bearing and distance from a prominent point.

2.2.1.3 Measurement of distance and bearings.

2.2.1.4 Determination of spot elevation from the Ordnance Survey 1:50,000 map.

2.2.1.5 Transfer of data from the ICAO 1:500,000 chart to the O/S 1:50,000 map and vice versa, especially the boundaries of controlled and special rules airspace and prohibited, danger and restricted areas.

### 2.2.2 **Instruments**

2.2.2.1 The principles of operation and the errors of the pressure altimeter; the meaning and uses of QNH, QFE, standard pressure setting, altitude, transition altitude, transition level, elevation, height, pressure altitude.

2.2.2.2 The principles of operation and the errors of the magnetic compass.

2.2.2.3 The principles of operation of the vertical speed indicator.

### 2.2.3 **Practical navigation**

2.2.3.1 Track (true, magnetic, compass), wind velocity, groundspeed/distance/time/gas consumption calculations.

2.2.3.2 Conversion of units: nautical miles, statute miles, feet, inches, kilometres, metres, centimetres.

2.2.3.3 Determination of distance by scale calculation.

2.2.3.4 Given the relevant flight information and charts, predict a probable flight path with elapsed times/ ETAs for prominent points, and extract significant features from the charts including topographical and aeronautical data.

2.2.3.5 Given the relevant information, determine position by the use of topographical pinpoints and bearings, including simple VOR bearings.

## 2.3 **Meteorology**

### 2.3.1 **Properties of the atmosphere**

2.3.1.1 Temperature: radiation, conduction and convection; variation of temperature near the earth's surface; variation of temperature with height; lapse rates, temperature inversions, troposphere, tropopause.

2.3.1.2 Pressure: definition; variation horizontally and vertically.

2.3.1.3 Air density: variation at surface and with height.

2.3.1.4 Humidity: dew point; latent heat and change of state; evaporation, condensation, sublimation.

2.3.1.5 Relationship between density, pressure, temperature and humidity; the International Standard Atmosphere.

### 2.3.2 **Wind**

2.3.2.1 Relationship between wind and isobars; geostrophic wind, gradient wind.

2.3.2.2 Variation of wind with height; elementary knowledge of thermal winds.

2.3.2.3 Local variation of wind with topography; diurnal; anabatic and katabatic effects, Fohn effect; land and sea breezes.

2.3.2.4 Airflow over mountains; standing waves.

2.3.2.5 Gusts, squalls, turbulence; low-level wind shear.

### 2.3.3 **Clouds and precipitation**

2.3.3.1 Stability and instability in the atmosphere.

2.3.3.2 Types of cloud; methods of formation; height of base and vertical extent.

2.3.3.3 Turbulence cloud; orographic cloud; convection cloud.

2.3.3.4 Thunderstorms.

2.3.3.5 Precipitation associated with different types of cloud: drizzle, rain, snow, hail.

2.3.3.6 Operating hazards associated with various types of cloud and precipitation.

### 2.3.4 **Visibility**

2.3.4.1 Fog, mist, haze and their differences.

2.3.4.2 Formation of radiation fog and advection fog, diurnal and seasonal variation.

2.3.4.3 Vertical and oblique visibility; runway visual range.

### 2.3.5 **Ice Accretion**

2.3.5.1 Flight procedure in icing conditions.

### 2.3.6 **Air masses and fronts**

2.3.6.1 Classification and characteristics of air masses.

2.3.6.2 Characteristics of warm and cold fronts and occlusions.

2.3.6.3 Depressions, anticyclones, cols: associated weather.

### 2.3.7 **The Weather Map**

2.3.7.1 Interpretation of symbols and figures used on weather charts.

2.3.7.2 The development and movement of simple pressure systems and fronts.

2.3.7.3 Elementary forecasting.

### 2.3.8 **Observations**

2.3.8.1 Knowledge of standard methods of measuring pressure, temperature, humidity, cloud height, visibility, surface wind, upper wind.

### 2.3.9 **Sources of meteorological information and its presentation**

2.3.9.1 Weathercall and special arrangements for balloon operators.

2.3.9.2 Volmet.

2.3.9.3 Decoding of TAF and METAR.

2.3.9.4 Comprehension and interpretation of flight forecast documents (significant weather and low level wind charts in particular).

## 2.4 **Aircraft (General) (Balloons)**

This written examination is based on the knowledge areas specified in this section.

### 2.4.1 **Systems**

#### 2.4.1.1 **Fuel systems and burners**

- a) Main components, the purpose of each component and the safety features of the system;
- b) The principles of operation of the system;
- c) The care and maintenance of the system;
- d) Burner rating;
- e) The symptoms of fuel exhaustion and the use of an emergency (or back-up) system, if fitted;
- f) Icing;
- g) Leaks;
- h) Cylinder position.

#### 2.4.1.2 **Propane**

- a) Properties:
  - i) specific gravity in liquid gaseous form;

- ii) effect of altitude on burner pressure;
- iii) effect of temperature on tank pressure and burner pressure;
- b) Fuel quantity measurement with reference to a percentage fuel gauge;
- c) The reasons for, and the method of, heating tanks;
- d) The precautions to be observed:
  - i) for the prevention of fire;
  - ii) during refuelling;
- e) The action required in the event of a propane fire.

#### 2.4.1.3 **Deflation**

- a) The operation of the deflation system, the function of the main components.
- b) Main advantages and disadvantages of the system.
- c) Safety checks.
- d) Routine checks and limitations.

#### 2.4.1.4 Equipment and instruments - altimeter, vertical speed indicator (vario), thermistor, their construction, principles of operation, limitations, presentation, adjustments and serviceability checks.

#### 2.4.2 **Balloon performance**

##### 2.4.2.1 Factors that may affect fuel consumption, burner output (pressure and ambient temperature). Use of nitrogen pressure systems.

##### 2.4.2.2 Knowledge of the terms: equilibrium, inertia, momentum, false lift, terminal velocity, curlover, lift, weighing off.

##### 2.4.2.3 Operational limitations, loading and limitations and the reasons for imposing those limits (to include normal and maximum rates of climb and descent, envelope temperature maximum and continuous).

##### 2.4.2.4 The factors to be considered in preparation for, and the execution of:

- a) high wind landing;
- b) high vertical speed landing;
- c) landing in thermic conditions;
- d) landing in gusty/turbulent conditions;
- e) tethering for display purposes;
- f) tethering for passenger rides;
- g) take-off in varying conditions.

##### 2.4.2.5 Factors that may affect performance: altitude, wind, terrain.

#### 2.4.3 Balloon maintenance: qualifications, C of A requirements, routine maintenance, minor repairs, inspection schedules, fabric overheating, deflation system, fire extinguisher.

#### 2.4.4 Flight characteristics.

#### 2.4.5 Accidents and incidents.

#### 2.4.6 Documents.

#### 2.4.7 Aero medical.

- 2.4.7.1 Basic knowledge of first aid and use of generally available kits.
- 2.4.7.2 Physiological factors: the senses, spatial disorientation and sensory illusions.
- 2.4.7.3 Effects of colds, alcohol and drugs.
- 2.4.7.4 Recognition of the effects of hypoxia and carbon monoxide, and knowledge of their dangers.
- 2.5 **Aircraft (Type) (Balloons)**
  - 2.5.1 This is an examination, conducted by an authorised examiner and confined to the type of balloon upon which the candidate is being flight-tested.
  - 2.5.2 **Flight Manual**
    - a) Emergency procedure: fire on the ground and in the air.
    - b) In-flight system failures.
    - c) Limitations.
    - d) Use of the load system specified in the Flight Manual, and determination of the maximum payload for a given pressure height and outside air temperature.
  - 2.5.3 Balloon systems specific to type used during flight test.
- 2.6 **Human Performance and Limitations Syllabus (Balloons)**
  - 2.6.1 This syllabus is divided into four main topic areas:
    - a) Basic Aviation Physiology and Health Maintenance.
    - b) Basic Aviation Psychology.
    - c) Stress, Fatigue and their Management.
    - d) Social Psychology.
  - 2.6.2 **Basic Aviation Physiology and Health Maintenance**
    - 2.6.2.1 Basic Physiology and the Effects of Flight Anatomy and physiology of the eye, ear, vestibular, circulatory and respiratory systems.  
Composition of the atmosphere, gas laws and the nature of the human requirement for oxygen.  
Effects of reduced ambient pressure.  
Recognising and coping with hypoxia and hyperventilation.  
Entrapped gases and barotrauma.  
Motion sickness.  
Diving and flying.
    - 2.6.2.2 Flying and Health
      - Noise and age-induced hearing loss.
      - Visual defects and their correction.
      - Arterial disease and coronary risk factors, ECG, blood pressure, stroke.
      - Diet, exercise, obesity.
      - Fits, faints and the EEG.
      - Psychiatric diseases; drug dependence and alcoholism.
      - Common ailments and fitness to fly;
      - Gastro-enteritis, colds, use of common drugs and their side effects.

### 2.6.3 **Basic Aviation Psychology**

Basic plan of human information processing, including the concepts of sensation, attention, memory, central decision-making and the creation of mental models.

Limitation of central decision channel and mental workload.

Function of attention in selecting information sources, attention getting stimuli.

Effects of experience and expectation on perception.

Erroneous mental models; visual, vestibular and other illusions.

Use of visual cues in landing.

Eye movements, visual search techniques, mid-air collisions.

Skill-, rule- and knowledge-based behaviour.

The nature of skill acquisition, the exercise of skill, conscious and automatic behaviour errors of skill.

Rule-based behaviour, procedures, failures of rule-based behaviour.

Knowledge-based behaviour, problem solving and decision-making, inference formation, failures in knowledge-based behaviour.

Maintaining accurate mental models, situational awareness, confirmation bias.

### 2.6.4 **Stress and Stress Management**

#### 2.6.4.1 Models and Effects of Stress

Definitions, concepts and models of stress.

Arousal; concepts of over- and under-arousal.

Environmental stresses and their effects; heat, noise.

Domestic stress, home relationships, bereavement, financial and time commitments.

Work stress, relationship with colleagues.

Effects of stress on attention, motivation and performance.

Life stress and health, other clinical effects of stress.

Defence mechanisms, identifying stress and stress management.

#### 2.6.4.2 Sleep and Fatigue

Work-induced fatigue.

Shift work.

Rostering problems, sleep management and naps.

Sleep hygiene.

### 2.6.5 **Social Psychology**

#### 2.6.5.1 Individual Differences, Social Psychology and Interaction with Others

Individual differences, definitions of intelligence and personality.

Assessing personality.

Main dimensions of personality: extroversion and anxiety. Other important traits; warmth and sociability, impulsivity, tough-mindedness, dominance, stability and boldness.

Goal-directed, person-directed types of behaviour.

Individual personality related problems of flying, especially risk-taking.

Communication, verbal and non-verbal communication, one and two-way communication, different communication styles.

Interacting with crew, air traffic services, ground handling personnel and passengers.

#### 2.6.5.2 Judgement

Making decisions.

Assessing risk.

### 3 UK Commercial Pilot's Licence (Balloons) – The Aircraft Rating Requirements

In the case of the CPL(B), Aircraft Ratings are issued in the Free Balloon category, and are related to the class and size of the balloon in which the Pilot wishes to exercise the licence privileges. Class is specified by reference to lifting agency. There are 4 such classes, each being further divided into 3 Groups based upon envelope capacity, as follows:

Classes:	Hot air
	Gas filled*
	Pressurised*
	Combination gas and hot air*
Groups	A – not exceeding 3,000 cubic metres' volume (105,600 cubic feet)
	B – exceeding 3,000 cubic metres but not exceeding 9,000 cubic metres (316,800 cubic feet)
	C – exceeding 9,000 cubic metres

\*Not currently issued.

A licence holder with a valid Aircraft Rating for a Class and Group of balloon may fly any balloon within the same Class and Group.

#### 3.1 Flight tests

Aircraft Rating flight tests are conducted by Type Rating Examiners (TRE) authorised by the CAA to conduct such tests and to sign a C of T or C of E in respect of the Aircraft Rating. Information concerning the availability of such examiners is obtainable from the CAA (Personnel Licensing). The arrangements and payment for conduct of an Aircraft Rating flight test are a matter between the applicant and the TRE concerned. Where the TRE is an employee of the Authority the charge will be in accordance with the current statutory list of charges.

The test requires that the applicant demonstrates to the examiner his competence in carrying out normal and emergency manoeuvres and drills appropriate to the aircraft type in question. The detailed content of the test is specified in the application form for the inclusion of an aircraft type in the rating (Form SRG 1319).

On application for grant of the CPL(B) the applicant should forward the completed SRG 1319 in which the examiner has certified the completion of the required test items. Provided that it is satisfactory, and that the other licensing requirements have been met, the CAA will issue the licence with the appropriate class and group entered in the Aircraft Rating. The Aircraft Rating flight test for the issue of a CPL(B) must be satisfactorily completed within the 12-month period immediately preceding the date of receipt by the CAA of the licence application.

#### 3.2 Additional class/group

An additional Class/Group of balloon will be included in the Aircraft Rating following a successful flight test and Aircraft (Type) examination in a balloon representative of the Class/Group, conducted by an examiner authorised for the purpose by the CAA.

### 3.3 Credits for the Aircraft Rating flight test

The holder of a professional balloon pilot's licence issued by another ICAO Contracting State, and which includes a specific balloon type, may have the appropriate Class/Group entered in the Aircraft Rating of the UK licence without having to take the Aircraft Rating flight test, provided that he has not less than 100 hours experience as PIC of such a balloon and the non-UK licence and rating are current.

### 3.4 Certificates of test and experience

An Aircraft Rating C of T is valid for a period of 13 months from the date of the initial successful flight test. Thereafter the validity of the Aircraft Rating must be maintained by either a C of T or a C of E as follows:

#### 3.4.1 Flight for the purpose of public transport

A C of T is required for public transport flights. The Certificate is valid for 13 months. The test must have been carried out in a balloon of the Class and Group in which the public transport flight is to be conducted, except that a test in a Group B balloon will also be valid for Group A balloons of the same Class, or a test in a Group C balloon will also be valid for Group A and Group B balloons of the same Class. The individual type used for the test must be within a Class and Group included in the Aircraft Rating. In addition, the pilot is required to have carried out in the 90 days preceding the public transport flight not less than 3 free flights, each of at least 5 minutes' duration, for any purpose, as PIC of a free balloon.

#### 3.4.2 Flight for the purpose of aerial work

A C of E or a C of T is required for aerial work flights. The C of E is valid for 13 months, and will be entered in the licence by an examiner appointed or employed by the CAA on production of logbook evidence that the pilot has, within the preceding 13 months, carried out as pilot at least 3 hours free flight in a class and group entered in the Aircraft Rating of the licence, including at least 5 flights. At least one tethered flight must also have been made in the period. Of the 3 hours free flight experience required, at least 2 hours and 3 flights must have been as PIC. The remainder of the time may be made up of:

- a) free flight as PICUS gained with an authorised examiner on a successful flight test for the grant or revalidation of a licence or Aircraft Rating;
- b) dual flying instruction flown with a person authorised by the CAA provided that, at the completion of the free flight or flights, the authorised person considered the pilot fit to fly as PIC, and so certified in the pilot's personal flying logbook.

A pilot with more than one balloon class/group included in the Aircraft Rating of his licence, wishing to revalidate each Aircraft Rating, must include at least one free flight as PIC in a balloon in the class or group as part of the overall minimum 3 hours.

Expiry of Cs of T and Cs of E by more than five years

If a period of more than 5 years has elapsed since the validity of the most recent C of T and the most recent C of E for the type of balloon on which the licence holder wishes to exercise the licence privileges, then before the C of T may be revalidated in respect of that type an assessment of training and testing requirements must be obtained from the CAA (Licensing and Training Standards).



## **Subpart 3      UK CPL(G) – Gyroplanes**

Licence not yet available.

INTENTIONALLY LEFT BLANK

## **Subpart 4      UK CPL(H) – Helicopters**

No supplementary information.

INTENTIONALLY LEFT BLANK

## **Subpart 5      UK CPL(Unmanned) – Unmanned Aircraft**

No supplementary information.

INTENTIONALLY LEFT BLANK

## **Subpart 6      UK CPL(As) – Airships**

No supplementary information.

INTENTIONALLY LEFT BLANK



## **Part D            UK Airline Transport Pilot Licences (ATPL) for Aeroplanes and Helicopters**

### **Subpart 1        UK ATPL(A) – Aeroplanes**

No supplementary information.

INTENTIONALLY LEFT BLANK

## **Subpart 2      UK ATPL(H) – Helicopters**

No supplementary information.

INTENTIONALLY LEFT BLANK

# **Part E                    The UK Instrument Meteorological Conditions Rating**

## **(endorsed as IR(Restricted) on Part-FCL licences)**

### **UK Instrument Meteorological Conditions Rating for Aeroplanes – UK (IMC)**

#### **Contents:**

- 1        UK IMC Rating Ground Examination Syllabus
- 2        UK IMC Rating – Flying Training and Flight Test Requirements

#### **1        UK IMC Rating Ground Examination Syllabus**

##### **1.0        Ground Examination Syllabus**

This examination will be essentially practical and will cover the planning and execution of a typical flight under Instrument Flight Rules outside controlled airspace notified for the purposes of Schedule 7 to the ANO. It will include the use of Aeronautical Information Publications and, in particular, the extraction and interpretation of the Recommended Aerodrome Operating Minima applicable to IMC Rating holders. In preparing for the examination, the student's aptitude and previous experience must be taken into account when determining the amount of instructional time allotted to each particular item. It is likely that, under average conditions, a minimum of 20 hours study will be required.

##### **1.1        Physiological Factors**

The senses, spatial disorientation, sensory illusions.

##### **1.2        Flight Instruments**

Principles of operation, pre-flight and in-flight checks, errors and limitations, system failures associated with the pressure altimeter, airspeed indicator, direct reading magnetic compass, directional gyro indicator, turn and slip indicator, artificial horizon and vertical speed indicator.

##### **1.3        Aeronautical Information Service**

###### **1.3.1        NOTAMS**

###### **1.3.2        UKAIP**

- a) Rules of the Air and Air Traffic Services Visual flight rules and instrument flight rules, flight plans and ATS messages, use of radar in air traffic services, radio failure procedures, special VFR, Class D airspace, control zones and terminal control areas, control areas, advisory airspace, radar advisory service, airspace restrictions and hazards, royal flights, holding and approach to land procedures.

The last item listed includes: recommended aerodrome operating minima for non-public transport flights, pilot-interpreted approach procedures, radar approach procedures, VDF procedures, missed approach procedures, and visual manoeuvring after an instrument approach.

- b) Communications

Types of service, extracting data for radio aids from UKAIP.

c) **Aeronautical Charts**

General description of chart series available, symbols used, topographical charts, instrument approach and landing charts, system for chart amendment and revision.

d) **Supplements**

1.3.3 **AICs**

Contents of current circulars of an operational nature.

1.4 **Flight Planning**

1.4.1 **General**

Objectives of flight planning, preparation of flight plan/log, choice of routes and levels, factors affecting aircraft and engine performance, selection of alternate aerodromes.

1.4.2 **Meteorology**

Contents of terms and symbols used in aviation forecasts, documents (including TAFS), in other forms of present service (including pre-recorded voice), and weather reports (including METARs), available to the private pilot and SIGMET messages, the route forecast, operational significance of information given (including icing, turbulence and visibility).

1.4.3 **Altimetry**

Definitions (transition altitude, transition level, flight level, standard pressure setting, QFE, QNH, regional pressure setting), setting procedures (pre-flight check, take-off and climb, en-route, approach and landing, missed approach).

1.4.4 **Terrain Clearance**

Minimum safe en-route altitude, aerodrome minimum sector altitudes, visual manoeuvring heights, obstacle clearance limits, decision height and minimum descent height.

1.4.5 **Radio Aids**

Selection and use of Radio aids including VDF, VOR, ADF, DME, ILS, marker receiver, transponder: Principles of operation, pre-flight checks, range and accuracy, identification (Morse Code).

1.4.6 **Radar Approach Procedures**

Accuracy, limitations of equipment and operational use.

1.5 **Privileges of IMC Rating**

A detailed knowledge of the privileges of the IMC Rating, its period of validity and revalidation procedure.

## 2 **UK IMC Rating – Flying Training and Flight Test Requirements**

### 2.1 **Flying Training**

- 2.1.1 The flying training for the initial issue of the IMC Rating must include a minimum of 15 hours training in instrument flying of which up to 5 hours may be in a EASA-STD device qualified BITD, FNPT I or FNPT II, or up to 2 hours may be in other FSTDs recognised by the Authority. The remaining training must be completed in a suitably equipped dual control aeroplane. The go-around procedure is to be carried out in an aeroplane. The course must cover the items detailed below.

- 2.1.2 Instruction on the course may only be given by an IRI or a flying instructor who is qualified to teach applied instrument flying.
- 2.1.3 When the applicant wishes to be trained and tested for an IMC Rating on a multi-engine aeroplane, the training must include sufficient instruction to enable the pilot to maintain stable flight following the failure of one engine at climbing power, to climb at the recommended speed, and to carry out normal flight manoeuvres during asymmetric flight in simulated instrument flight conditions.
- 2.1.4 A student's ability and experience may be taken into account in deciding how much time should be allotted to each of the following items but the course must cover all of them.

## 2.2 **Basic Stage**

### 2.2.1 **Full Panel**

#### a) Instrument Attitude Flight

Pitch indications, bank and direction indications, effect of power variations and aircraft configuration, instrument limitations, selective radial scan.

#### b) Basic Flight Manoeuvres

Straight and level in various configurations, climbing, descending, standard rate turns (level, climbing and descending, compass/ timed).

#### c) Intermediate Flight Manoeuvres

Turns at various rates, transfer to instruments after take-off (full panel only), recovery from unusual attitudes (incipient stall, steep bank, spiral dive).

### 2.2.2 **Limited Panel**

Simulated loss of gyroscopic pitch and bank indicator and gyroscopic direction indicator.

#### a) Basic Flight Manoeuvres

Straight and level, climbing, descending, standard rate level turns.

#### b) Unusual Attitude Recoveries

### 2.2.3 **Partial Panel**

Simulated loss of pitot/static pressure: recognition of loss of pitot/static pressure, maintenance of attitude and safe airspeed, straight and level and turning flight.

## 2.3 **Applied Stage**

### 2.3.1 **Pre-Flight Planning**

Published procedures, operating minima applicable to IMC Rating holders.

### 2.3.2 **Departure and En Route**

Aircraft equipment checks, radio aid selection and identification appropriate to the planned departure, ATC liaison and compliance with RT procedures, use of lower airspace radar services, operation of radio aids for the establishment of planned track, track keeping by interception and maintenance of pre-selected bearings/radials to and from a facility, use of bearing information from off-track radio aids for position finding, en route holding procedures. The applicant to be trained in the use of at least 2 from VOR, VDF, ADF or GPS (VOR or ADF must be included) to carry out these procedures.

### 2.3.3 **Approach and Let-Down**

Use of approach charts, Decision Height/Minimum Descent Height calculations using the recommended minima for the IMC Rated pilot given in the UK AIP forming a mental picture of the approach, initial homing, achieving the overhead/approach fix, holding procedures, achieving the horizontal and vertical patterns, calculation of rate of descent, go-around, missed approach procedure.

Applicants are to be trained in at least 2 instrument approach procedures using VOR, ADF, ILS, GPS, radar or VDF of which at least one must be pilot interpreted. Completion of a notified recognised civil or military instrument approach procedure during training, is to be certified in the applicant's flying book. Note that GPS approaches are defined as those notified by the Authority in the AIP and flown using equipment certified for the conduct of such approaches in the aeroplane's Pilots Operating Handbook or Flight Manual; overlay approaches or privately designed approaches are not acceptable.

### 2.3.4 **Bad Weather Circuits and Landings**

Low cloud with good visibility, low cloud with poor visibility.

## 2.4 **Flight Test Syllabus**

The Flight Test for the initial issue of the IMC Rating will take approximately 1.5 hours chock to chock time and a candidate must demonstrate satisfactory manual instrument flying capability in the following:

#### a) Full Panel Instrument Flying

Straight and level flight at given speeds, turns at a given rate, turns onto given headings, climbing and descending including turns, recovery from unusual attitudes.

#### b) Limited Panel Instrument Flying

Assuming failure of the gyroscopic pitch and bank indicator and gyroscopic direction indicator): Straight and level flight, climbing and descending, turns onto given headings, recovery from unusual attitudes.

#### c) Radio Navigation Aids

Use of Radio Navigation Aids for position finding using one or more aids (to include VOR or ADF), maintenance of a given track based on a pilot-interpreted aid for 10 minutes.

#### d) Let-down and Approach Procedures

Let-down and approach to Decision Height, Minimum Descent Height and missed approach procedure using a pilot-interpreted aid, carry out a recognised instrument approach procedure to Decision Height, Minimum Descent Height hence the appropriate go-around and missed approach procedure.

#### e) Bad Weather Circuits

Bad weather circuit and landing following item (d), position the aircraft in the circuit at the direction of the Examiner, to carry out a visual bad weather circuit and landing under specified simulated weather conditions.

#### f) Flight with Asymmetric Power

Control of the aeroplane and maintenance of a given heading and asymmetric climb speed, following the failure of one engine in the climbing configuration at normal climb power.



Identification of the failed engine and the completion of all essential drills and checks.

Climbing and level turns in asymmetric flight as directed by the Examiner.

Throughout item f) of the test, the Examiner will be responsible for navigation and ATC liaison. On resumption of normal flight the applicant will be told the position of the aeroplane. Feathering will be simulated by the Examiner on completion of the correct touch drills by the candidate.

## 2.5 Tolerances

To qualify for a pass, a candidate must demonstrate his ability to fly safely in smooth air to the limits specified in the following table: these limits should not be achieved at the expense of smoothness and good co-ordination due allowance will be made for turbulent conditions.

TOLERANCES			
Flight Condition	Normal Flight	Limited Panel Flight	Flight (Full Panel) Asymmetric Power
Height in Level Flight	± 100 ft	± 200 ft	± 200 ft
Height for initiating missed Approach Procedure from Decision Height or Minimum Descent Height	0 ft +50 ft	N/A	N/A
Tracking (on Radio Aids)	± 5° (VOR) ± 10° (ADF)	N/A	N/A
Heading	± 10°	± 15°	± 10°
Speed	± 10 kt	± 20 kt	± 10 kt
	<b>(but not below threshold speed)</b>		
ILS Procedure - Final Approach	½ scale deflection on Localiser and Glidepath		
GPS Approach	½ scale deflection from Initial Approach Fix to MAP		

## 2.6 Revalidation Flight Test

- 2.6.1 The Flight Test required after initial qualification for the purpose of revalidating the Rating will comprise items b), d) and e) of the initial Flight Test (see paragraph 2.4). Item b) may be flown using any standby instrument system fitted to the aeroplane used for the test, simulating failure of the primary pitch, bank and direction indicating systems. The type of approach aid used must be entered in the log book. A revalidation Flight Test that is a first multi-engine test must include (f) at paragraph 2.4.
- 2.6.2 The applicant is also to show log book evidence that, in the period between initial and/or re-validation flight tests, he has successfully completed a let-down and notified approach to DH/MDH, a go-around and a missed approach procedure using an aid of a different type from that used during item d) of the test. This shall be accomplished to the satisfaction of an instructor qualified to give instrument flying instruction. Alternatively the candidate may carry out two approach procedures using different aids during the re-validation flight test.
- 2.6.3 Item f) at paragraph 2.4 is required in multi-engine aeroplanes only. The Examiner will be responsible for navigation and ATC liaison. On resumption of normal flight, the candidate will be told the position of the aeroplane. Feathering will be simulated by the Examiner on completion of the correct touch drills by the candidate.

INTENTIONALLY LEFT BLANK