



Notice of Proposed Amendment (NPA)
for Civil Aviation Regulation
CAR-FCL
Flight Crew Licensing Rev.03

Directorate General of Civil Aviation Regulations
Aviation Safety Regulations Department

Date of Issue: 5/10/2026

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Ref: NPA-CRD No: 27-2025

Date of Issue: 10-May-26

1. EXPLANATORY NOTE

1.1. General

The Civil Aviation Authority (CAA) has developed this Notice of Proposed Amendment (NPA) to highlight the new revision of CAR-FCL. This revision establishes updated measures for the implementation of standards and requirements for **Flight Crew Licensing** as stipulated in ICAO Annex 1 and the relevant benchmarked international best practices (adapting mechanism, based on ICAO recognized process).

In line with these updates, the regulation has been extensively revised to ensure alignment with ICAO SARPs and Sultanate of Oman aviation system.

- **Entry to Force Date: 1-Sep-26**
- **Detailed Applicability Dates:** kindly refer to the (new) Article 13 of the Regulation

1.2. Reason for Change

There are a number of factors that have determined the need for and timing of this amendment:

1. Timely amendment of CAR-FCL which first issued on 1 Jan 2023, is needed;
2. To ensure latest enhancements of the international aviation industry (as far as CAR-FCL relates), the EASA Aircrew Annex I amendments (FCL Implementing Rules) from Amendment M15 on 2021 and onwards till date should be reviewed and taken into consideration.
3. Based on ICAO process for adaption of regulation, these amendments should be analysed, and if they are appropriate for Oman aviation system (Pilot licensing and training) will be considered;
4. The PEL department proposed changes will be incorporated.
5. The potential (proposed) changes by the industry feedbacks and comments to be taken into consideration in this amendment.

1.3. Description of Changes

(a) Flight crew competence and training methods:

International Civil Aviation Organization (ICAO) 'Manual of evidence-based training' (Doc 9995 AN/497), which contains the complete competency framework ('core competencies') with corresponding descriptions and related behavioural indicators to assess those competencies,

encompassing what was previously known as technical and non-technical knowledge in pilot training, skills and attitudes. In that new approach, the training content is aligned with the actual competencies necessary to operate safely, effectively and efficiently in a commercial air transport environment.

The objective of evidence-based training (EBT) is to improve safety and to enhance the competencies of flight crews to safely operate the aircraft in all flight regimes and to be able to identify and manage unexpected situations. The EBT concept is designed to maximise learning and limit formal checking.

(b) All-weather operations and for instrument and type rating training in helicopters

CAR-FCL lays down the training, testing and checking requirements for pilot licences, including requirements for obtaining privileges to fly approaches in accordance with instrument flight rules (IFR) down to decision heights of less than 200 feet, and for instrument and type rating training in helicopters.

Due to the fact that single-engine helicopters are now being certified also for operation under IFR, the requirements for the helicopter instrument rating should be revised in order to be more relevant for the new types of helicopters and provide more flexibility as regards their use. The helicopter instrument rating and the related training should be designed to cover instrument flight in both single-engine and multi-engine helicopters, so that additional training to convert from a single-engine helicopter instrument rating to a multi-engine helicopter instrument rating would no longer be needed.

Today the more demanding CAR-FCL provisions for pilot training for multi-pilot helicopters apply also to multi-pilot operation in helicopters certified for single-pilot operation. As a result of that additional burden, almost all helicopter operations in such single-pilot certified helicopters are carried out in single-pilot operation, unless multi-pilot operation is mandated by operational requirements. Consequently, the safety benefit of flying with a co-pilot is lost. To avoid this outcome, the requirements and privileges for multi-pilot operation in helicopters should be revised in order to provide more flexibility. Appropriate requirements should be put in place to allow for safe multi-pilot operation in single-pilot helicopters.

Since, until now only multi-engine helicopters have been used for helicopter flights under IFR, the existing helicopter instrument ratings have been obtained in multi-engine helicopters. For this reason, and considering the future use of single-engine helicopters under IFR, transitional provisions should be put in place to ensure that pilots currently holding helicopter instrument ratings can use the associated privilege in both single-engine and multi-engine helicopters.

(c) Establishment of requirements for the operation of manned aircraft with a vertical take-off and landing capability:

New air mobility concepts based on innovative technologies, such as manned aircraft with a vertical take-off and landing capability, have emerged in recent years and present different levels of maturity today. With advances in technology and changing transportation needs, more innovative concepts could emerge in the years to come.

Operations with innovative aircraft designs present unique safety challenges due to their vertical take-off and landing capability and their ability to operate in congested urban environments. A dedicated,

comprehensive regulatory framework should ensure that such operations are conducted safely and that the risk posed to passengers, crew, and the public is minimised.

Manned aircraft with a vertical take-off and landing capability is a new emerging technology, and there is a need to establish clear procedures for certification and approval of their operations to ensure they meet safety and performance standards. A dedicated, comprehensive regulatory framework should provide a clear and transparent process as regards certification and approval aspects of operations with such aircraft, giving operators the necessary certainty and facilitating the development and commercialisation of these aircraft.

Both commercial and non-commercial operations with aircraft with a vertical take-off and landing capability entail safety hazards that must be properly mitigated to ensure the safety of passengers and crew in the air and of people on the ground. The certification of operators of those aircraft is, therefore, a measure that can help mitigate known and potential safety risks stemming from the operation of these novel technologies and build an appropriate safety culture.

As operations with manned aircraft with a vertical take-off and landing capability become more common, there is a need to ensure that they are integrated safely and efficiently into the existing airspace system. A dedicated, comprehensive regulatory framework should therefore establish clear rules and procedures for the integration of such operations into airspace, thus helping to minimise the risk of collision and other safety incidents.

In particular, to ensure the availability of appropriately qualified pilots during the initial phase of operations with aircraft with a vertical take-off and landing capability, holders of commercial pilot licences for aeroplanes or helicopters should be given the possibility to add to their licence a type rating for manned aircraft with a vertical take-off and landing capability, including privileges to operate that aircraft under instrument flight rules, where necessary. Where such pilots also hold instructor or examiner certificates for aeroplanes or helicopters, they should also be given the possibility to obtain additional instructor or examiner privileges for that aircraft. Therefore, CAR-FCL should be amended accordingly.

(d) Clarification of requirements for cruise relief co-pilots, updates of requirements for flight crew licensing:

As regards single-engine aeroplanes, CAR-FCL should be amended to reflect the latest technical developments and to consider future designs, such as electric engines and hybrid engine designs, consisting of both thermal and electric engine components.

The provisions for cruise relief co-pilots in both CAR-FCL should be revised to ensure adequate training of such pilots.

The primary updates include:

- **Future Engine Designs:** Amending standards for single-engine aeroplanes to incorporate technical developments like electric and hybrid propulsion systems.
- **Cruise Relief Co-pilots:** Revising training requirements and authority transfer procedures to ensure safe operations during the cruise phase of a flight.

- **General Improvements:** Addressing various issues identified by relevant stakeholders to clarify and update provisions related to general aviation.

(e) Introduction of a gyroplane pilot licence

The ongoing development of gyroplanes, with a maximum certificated take-off mass exceeding 600 kg, makes it necessary to include flight crew licensing requirements for gyroplane pilots in CAR-FCL. Since the development of a comprehensive framework for commercial gyroplane operation will take more time, for the time being such requirements should only address non-commercial pilot privileges.

2. Notice of Proposed Amendment (NPA) – Public Consultation

In order to ensure broad engagement and gather relevant feedback, this NPA is hereby issued for consultation to Nominated post holders from below companies:

- Oman AIR,
 - Salam Air,
 - Royal Flight Oman,
 - Royal Oman Police,
 - Oman Aviation Academy,
 - Al Sharqiya Aviation,
 - Aerosolutions aviation training.
- A **Comment Form** is included with the consultation details and must be completed and submitted to:
 - **Dept.:** Aviation Safety Regulation Department (SRD)
 - **Attn:** Director of Aviation Safety Regulations Department
 - **Email:** ✉ Safety.Regulations@caa.gov.om
 - **Consultation Timeline:**
 - **Consultation Period:** 21 calendar days
 - **Effective Start Date:** 11/05/2026
 - **Closing Date for Comments:** 01/06/2026
 - **Important:**
 - Comments must be submitted **using the prescribed Comment Form**.
 - Submissions received **after the closing date** or **not in the prescribed format** may not be considered.

3. Comment Response Document (CRD)

- All comments received during the consultation period will be formally reviewed by ASRD and relevant Department.
- Responses to all comments will be compiled in a **Comment Response Document (CRD)**.
- The **CRD** will detail:
 - The comments received,
 - CAA responses and justifications,
 - Any revisions made to the proposed regulation text as a result of stakeholder input.
 - The CRD may also include a list of all persons and/or organisations that provided comments, in line with transparency and consultation best practices.



Huda Hilal Al-Kharosi

Aviation Safety Regulations Department Director

- Attached Proposed Amendment
- Attached Comment Response Document



Attachment 1

Proposed Amendment for CAR-FCL Rev.03

EDITORIAL NOTES:

The text of the amendment is arranged to show deleted text with a line through it and red colour, and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it~~

text to be deleted

New text to be inserted is in Blue colour

new text to be
inserted

~~Text to be deleted is shown with a line through it~~

new text to replace

followed by the replacement text which is in Blue colour

existing text



CAR-FCL

Civil Aviation Regulation

Flight Crew Licensing

Effective **01st of September** 2026

Approved by: H.E. Eng. Naif Ali Hamed Al-Abri

President of CAA

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Corrigendum of Amendments

Rev.	Date	Description
00	01 Jan 2023	First Issue. Replacing CAR-FCL1 and CAR-FCL2.
01	10 Oct 2023	<ul style="list-style-type: none"> FCL.015 amended to add new para (f) related to Flight Crew License validity; Appendix 12 points A. & B.(2)(g) deleted; Appendix 12 new provisions added for “Conditions for validation of pilot licenses for specific tasks of limited duration”; AMC/GM for this regulation published, effective from the effectivity date of the CAR-FCL Revision 01.
02	01 Sep 2024	<ul style="list-style-type: none"> Updating new CAA logo; FCL.055 Clarification on the validity of Language Proficiency endorsement; FCL.1015 and FCL.1025 Alignment of the providers of “Examiners standardization course”; Enhancement to the Validation/Conversion requirements (Appendix 12).
03	01 Sep 2026	<p><u>Amending CAR-FCL for:</u></p> <ol style="list-style-type: none"> <u>1) the requirements for flight crew competence and training methods, and the reporting, analysis and follow-up of occurrences in civil aviation;</u> <u>2) the requirements for all-weather operations and for instrument and type rating training in helicopters:</u> <ol style="list-style-type: none"> <u>a) The helicopter IR redesigned to cover instrument flight in both single-engine and multi-engine helicopters;</u> <u>b) the use of single-engine helicopters under IFR;</u> <u>c) new requirements for safe multi-pilot operation in single-pilot helicopters;</u> <u>3) the requirements for the operation of manned aircraft with a VTOL capability;</u> <u>4) amendment of requirements for:</u> <ol style="list-style-type: none"> <u>a) Cruise Relief Co-pilots: update training and authority transfer for co-pilots;</u> <u>b) Future Engine Designs: add electric and hybrid standards for single-engine planes, and improvement of the provisions for General aviation;</u> <u>5) the introduction of a gyroplane pilot licence.</u>

Cover Regulation (Articles)

Editorial Note:

Where ever in this NPA the below line (few dots in the center):

.....

means that part of regulation text is **omitted** because **no change happens to that text.**

.....

Article 2 – Definitions

For the purposes of this Regulation, the following definitions shall apply:

.....

‘Complex aeroplane’ means an aeroplane that meets either of the following characteristics:

- (i) with a maximum certificated take-off mass exceeding 5 700 kg;
- (ii) certificated for a maximum passenger seating configuration of more than nineteen;
- (iii) certificated for operation with a minimum crew of two pilots;
- (iv) equipped with a turbojet engine or turbojet engines or more than one turboprop engine;

‘Complex helicopter’ means a helicopter that meets either of the following characteristics:

- (i) with a maximum certificated take-off mass exceeding 3 175 kg; 2/43
- (ii) certificated for a maximum passenger seating configuration of more than nine;
- (iii) certificated for operation with a minimum crew of two pilots;

.....

~~‘Light aircraft pilot licence (LAPL)’ means the leisure pilot license;~~

“SEP aeroplane” means a single-engine, single-pilot aeroplane for which no type rating is required and whose single centric propulsion unit is operated by a single thrust control and driven by either of the following types of engine:

- (a) a piston engine;
- (b) an electric engine system which, if so specified following the certification process, may consist of more than one electric engine;
- (c) a hybrid engine system that consists of piston and electric engines, if so specified following the certification process;

“SEP helicopter” means a single-engine, single-pilot helicopter which is powered by a piston engine;
‘Rotorcraft’ means a power-driven, heavier-than-air aircraft that depends principally for its support in flight on the lift generated by up to two rotors;
‘Vertical take-off and landing (VTOL)-capable aircraft (VCA)’ means a power-driven, heavier-than-air aircraft, other than aeroplane or rotorcraft, capable of performing vertical take-off and landing by means of lift and thrust units used to provide lift during take-off and landing;

.....

Article 12 – Entry into Force

- (a) This Regulation shall first enter into force on 01 ~~September~~ January 2023~~4~~.
- (b) This Regulation shall be binding in its entirety and directly applicable in all related parties.
- (c) Amendments to this Regulation shall enter into force in accordance with the following schedule of dates, unless otherwise specified in article 13 of this Regulation:
- (1) New or amended requirements by the Revision 1 to this Regulation shall be applicable from 10 October 2023.
 - (2) New or amended requirements by the Revision 2 to this Regulation shall be applicable from 01 September 2024.
 - (3) new or amended requirements by the Revision 3 to this Regulation shall be applicable from 01 September 2026.

Reason for change: Improved Regulatory Logic

With the January 2023 start date, the "life cycle" of the regulation now follows a logical, chronological progression. The law is established first, and then the subsequent revisions follow in a linear fashion:

- 01 Jan 2023: The "Mother" Regulation (Revision 0) enters into force.*
- 10 Oct 2023: Revision 1 requirements kick in (9 months after the start).*
- 01 Sep 2024: Revision 2 requirements kick in.*
- 01 Sep 2026: Revision 3 requirements kick in.*

Assessment: This is now legally sound. It gives stakeholders a clear "baseline" before they are expected to comply with the more complex amendments in the revisions.

Article 13 – Transitional measures and periods

- (a) Transitional measures and period for the first issue (Revision 0) of this Regulation are those specified in articles (4), (5), (6) and (10) to this Regulation.
- (b) Transitional measures for the Revision 3 to this Regulation are specified in paragraphs (1) to (3) below:
- (1) Transitional measures for single-engine instrument rating privileges for helicopters:
Without prejudice to point FCL.630.H, all of the following shall apply:

- (i) instrument ratings for helicopters (IR(H)) issued in accordance with CAR-FCL before 01 September 2026 shall be deemed as IR(H) for both single-engine and multi-engine helicopters and shall be reissued as such IR(H), when reissuing a helicopter pilot licence for administrative reasons.
 - (ii) Applicants who before 01 September 2026 commenced training for an IR(H) for either single-engine or multi-engine helicopters shall be allowed to complete that training and, in such a case, be issued with an IR(H) for both single-engine and multi-engine helicopters.
- (2) Transitional measures for training, testing and checking related to multi-pilot operations in single-pilot helicopters:
- (i) CAA may decide to issue specific privileges for conducting training, skill tests and proficiency checks in multi-pilot operation in single-pilot helicopters to applicants who meet all of the following conditions:
 - (A) hold an instructor or examiner certificate, as applicable, issued in accordance with CAR-FCL, including the privileges to instruct or to examine, as applicable, in the relevant type of helicopter;
 - (B) have completed the training specified in point FCL.735.H;
 - (C) have experience in multi-pilot operation in helicopters at a level that is acceptable to the CAA.
 - (ii) The privileges issued in accordance with paragraph (i) shall be valid until 01 September 2029 in order to revalidate the privileges, applicants shall comply with the experience requirements for instructor and examiner privileges related to multi-pilot operation in single-pilot helicopters as set out in CAR-FCL.
- (3) Pilot training organisations that provide training for the IR(H) shall adapt their training programme to be compliant with this Regulation by 01 September 2027.

Reason for change : Flexible Grace Periods

The transitional periods in Article 13 are designed to prevent "regulatory shock." From a drafting perspective, they provide three different types of relief:

- **The "Pipeline" Protection (Article 13(b)(1)(ii)):** This is the most critical grace period. It ensures that students who invested time and money into training before September 2026 aren't forced to restart or change curriculum. It's clear and fair.
- **The "Administrative" Conversion (Article 13(b)(1)(i)):** This removes the burden from the pilot. By allowing the license to be reissued for "administrative reasons" (like an address change or renewal), the regulator avoids a massive backlog of thousands of pilots demanding new plastic cards on the same day.
- **The "Lagged" Compliance (Article 13(b)(3)):** This gives Flight Training Organizations (FTOs) a **12-month grace period** (September 2026 to September 2027) to catch up. This is standard in aviation because changing a training manual requires internal drafting, safety manager approval, and finally, CAA approval.

Summary Timeline of Deadlines

To visualize if these periods are "clear," here is how the upcoming years look for a helicopter pilot or school:

Event	Deadline	Type of Grace Period
Revision 3 Implementation	01 Sep 2026	Hard Deadline for new applicants.

Old Training Completion	<i>Ongoing</i>	<i>Students started before 01 September 2026 can finish under old rules.</i>
ATO Manual Updates	<i>01 Sep 2027</i>	<i>1-Year Grace Period for schools to be fully compliant.</i>
Instructor Privileges	<i>01 Sep 2029</i>	<i>3-Year Grace Period to gain full "permanent" experience.</i>

[to be inserted under, this article or a new article]

Type ratings for VCA

- (a) Applicants that hold a commercial pilot licence for aeroplanes (CPL(A)) or helicopters (CPL(H)) in accordance with this Regulation shall be entitled to be issued with a type rating for a VCA and shall exercise the privileges of such a type rating, provided they comply with all the following:
- (1) the prerequisites specified in the operational suitability data (OSD);
 - (2) Section 1 of Subpart H of this Regulation;
 - (3) the provisions of this Article.
- (b) The theoretical knowledge examination shall be written, and the number of multiple-choice questions shall depend on the complexity of the aircraft.
- (c) Type rating training, skill tests and proficiency checks for aircraft specified in paragraph (a) shall:
- (1) comply with the following requirements of Appendix 9 to this Regulation:
 - (i) Section A;
 - (ii) Sections B, C or D, as determined and unless otherwise specified in the OSD; and
 - (2) under the conditions and to the extent specified in the OSD, include additional training and testing to allow applicants to obtain the competence to operate the relevant VCA.
- (d) By way of derogation from the paragraphs above, applicants that hold a CPL(A) or a CPL(H) and that were involved in test flights for a particular type of VCA shall be issued with a type rating for that aircraft, provided they comply with all the following:
- (1) they comply with the flight conditions for acting as test pilot in the relevant VCA type;
 - (2) they have completed either 50 hours of total flight time or 10 hours of flight time as pilot-in-command on test flights in the relevant VCA type;
 - (3) they comply with the prerequisites referred to in OSD.
- (e) The validity period of type ratings issued in accordance with this Article shall be 1 year. Holders shall do all the following:
- (1) in order to revalidate the type rating:
 - (i) within the validity period of the rating, complete at least 2 hours of flight time as pilot of the relevant VCA type;
 - (ii) within the 3 months immediately preceding the expiry date of the rating and in the relevant VCA type or an FSTD representing that aircraft, pass a proficiency check in accordance with paragraph (c), the duration of which may be counted towards the flight time specified in paragraph (1)(i). If applicants choose to pass the proficiency check earlier than within these 3 months, the new validity period shall commence from the date of the proficiency check;

- (2) in order to renew the type rating, comply with point FCL.740(b).
- (f) Holders of a licence and a type rating as specified in paragraph (a) shall be entitled to operate the relevant VCA under instrument flight rules, provided they comply with all the following:
- (1) they hold an IR(A) or an IR(H), as applicable;
 - (2) they have, in the relevant VCA type, completed the skill test or the proficiency check, as applicable, in accordance with paragraph (c) including the content relevant for instrument flight.
- (g) Notwithstanding point FCL.900(b), applicants that hold an instructor certificate in accordance with CAR-FCL with privileges to provide training for aeroplane or helicopter type ratings shall be issued with privileges to provide training for type ratings specified in paragraph (a), provided they:
- (1) hold a type rating as per paragraph (a) for the relevant VCA type;
 - (2) unless otherwise specified in the OSD, have, within the 12 months preceding the application, completed at least 30 route sectors, including take-offs and landings, as pilot-in-command in the relevant VCA type, of which 15 route sectors may be completed in an FSTD representing that VCA type;
 - (3) have completed, at an ATO, theoretical and practical training for extending instructor privileges to that VCA type, including mandatory training elements as specified in the OSD;
 - (4) pass the relevant sections of the assessment of competence in accordance with point FCL.935.
- By way of derogation from paragraphs (2), (3) and (4), applicants that hold a TRI(A) certificate or a TRI(H) certificate and that were issued with a type rating for a VCA in accordance with paragraph (d), shall receive an extension of their TRI privileges to that VCA type.
- (h) Holders of instructor privileges referred to in paragraph (g) shall receive revalidation or renewal, as applicable, of these privileges when they comply with the relevant revalidation or renewal requirements of Subpart J of this Regulation, as applicable for the instructor certificate held, and additionally do either of the following:
- (1) complete, at an ATO, instructor refresher training that focuses on the privileges as per paragraph (g);
 - (2) pass the relevant sections of the assessment of competence in accordance with point FCL.935 in the relevant VCA type specified in paragraph (a) or an FSTD representing that type.
- (i) Notwithstanding point FCL.1000(b), applicants that hold an examiner certificate in accordance with this Regulation with privileges to act as an examiner for aeroplane or helicopter type ratings shall be issued with privileges to conduct skill tests and proficiency checks for an VCA type specified in paragraph (a), provided they hold instructor privileges as per paragraph (g) for the relevant VCA type and comply with all the following in the relevant VCA type or an FSTD representing that type:
- (1) complete examiner standardisation in accordance with point FCL.1015, including the conduct of at least one skill test or proficiency check;
 - (2) pass the relevant sections of the assessment of competence in accordance with point FCL.1020.
- (j) Holders of examiner privileges referred to in paragraph (i) shall receive revalidation or renewal, as applicable, of these privileges when they comply with the relevant parts of point FCL.1025 and

additionally do either of the following:

- (1) complete an examiner refresher course in accordance with point FCL.1025(b)(2) that focuses on the privileges as per paragraph (i);
- (2) pass the relevant sections of the assessment of competence in accordance with point FCL.1020 in the relevant VCA type or an FSTD representing that type.;

MPA

Flight Crew Licensing

SUBPART A

GENERAL REQUIREMENTS

.....

FCL.010 Definitions

For the purposes of this CAR-FCL, the following definitions shall apply:

.....

'EBT practical assessment' means a method for assessing performance that serves to verify the integrated performance of competencies. It takes place in either a simulated or an operational environment.

'EBT programme' means a pilot assessment and training programme in accordance with CAR-OPS.

.....

'Evidence based training (EBT) operator' means an organisation that is holding an air operator certificate (AOC) in accordance CAR-OPS and that has implemented an EBT programme approved by the CAA, in accordance with the provisions of that Regulation.

.....

'Flight time'

for aeroplanes, touring motor gliders and powered-lift aircraft, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

for helicopters, it means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

for airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

for VTOL-capable aircraft (VCA), it means the total time between the moment the lift and thrust units are powered on for the purpose of taking off until the moment the aircraft finally comes to rest at the end of the flight and the lift and thrust units are powered off.

.....

'Gyroplane' means a type of rotorcraft supported in flight by the reactions of the air on up to two rotors, which rotate freely on substantially vertical axes.

'Helicopter' means a type of rotorcraft ~~heavier than air aircraft~~ supported in-flight chiefly by the

reactions of the air on ~~up to two~~~~one or more~~ power-driven rotors on substantially vertical axes.

.....

‘Mixed EBT programme’ means an operator’s recurrent training and checking programme as provided for relevant requirements of CAR-OPS, a portion of which is dedicated to the application of EBT but which does not replace proficiency checks provided for in Appendix 9 to this Regulation.

‘Multi-pilot operation’

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

~~for helicopters, it means an operation requiring at least 2 pilots using multi-crew cooperation on multi-pilot helicopters.~~

‘Multi-crew cooperation’ (MCC) means the functioning of the flight crew as a team of cooperating members led by the pilot-in-command.

‘Multi-pilot aircraft’:

~~for aeroplanes, it means aeroplanes certificated for operation with a minimum crew of at least two pilots;~~

~~for helicopters, airships and powered-lift aircraft, it means an aircraft which is certificated for operation with a minimum crew of at least two pilots or which is required to be operated with at least two pilots in accordance with the relevant CAR-OPS requirements. 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.~~

.....

‘Single-pilot aircraft’:

~~for aeroplanes, it~~ means an aircraft certificated for operation by one pilot;

~~for helicopters, airships and powered lift aircraft, it means an aircraft which is certificated for operation by one pilot and which is not required to be operated with at least two pilots by the relevant CAR-OPS requirements.~~

.....

~~‘Evidence based training (EBT) operator’ means an organisation that is holding an air operator certificate (AOC) in accordance CAR-OPS and that has implemented an EBT programme approved by the CAA, in accordance with the provisions of that Regulation.~~

~~‘EBT practical assessment’ means a method for assessing performance that serves to verify the integrated performance of competencies. It takes place in either a simulated or an operational environment.~~

~~‘EBT programme’ means a pilot assessment and training programme in accordance with CAR-OPS.~~

~~‘Mixed EBT programme’ means an operator’s recurrent training and checking programme as provided~~

~~for relevant requirements of CAR-OPS, a portion of which is dedicated to the application of EBT but which does not replace proficiency checks provided for in Appendix 9 to this Regulation.~~

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 as well as any amendment thereto shall be submitted to the CAA in a form and manner established by the CAA. The application shall be accompanied by evidence that applicants comply with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements established in this regulation and CAR-FCL3.
- (b) Unless otherwise specified in this regulation, any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the CAA.
- (c) A person shall not hold at any time more than one licence per category of aircraft issued in accordance with this regulation.
- (d) A licence holder shall submit applications in accordance with paragraph (a) to the CAA.
- ~~(e) The Flight Crew Licence will be issued for period of (5) years.~~
- (ef) For the issue of a licence, rating or certificate the applicant shall apply not later than 6 months after having succeeded at the skill test or assessment of competence.
- ~~(f) The Flight Crew Licence will be issued for period of (5) years.~~
- (g) Training completed in aircraft or in FSTDs in accordance with CAR-OPS shall be taken into account for the experience and revalidation requirements established in this Regulation.

FCL.020 Student pilot

- (a) A student pilot shall not fly solo unless he or she meets the following conditions:
 - (1) is authorised to do so and supervised by a flight instructor;
 - (2) prior to receiving the authorisation specified in point (1), has acquired the competence to safely operate the relevant aircraft during the intended solo flight.
- (b) Before his or her first solo flight, a student pilot shall be at least 16 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 the CAA.
 - (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. No penalty marking shall be applied.
- (2) Unless otherwise determined in this regulation, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating if he or she has passed all the required theoretical knowledge examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.
- (3) If applicants for the ATPL theoretical knowledge examination, or for the issue of a commercial pilot licence (CPL), or an instrument rating (IR) have failed to pass one of the theoretical knowledge examination papers within four attempts, or have failed to pass all papers within either six sittings or within the period mentioned in point (b)(2), they shall retake the complete set of theoretical knowledge examination papers.
- (4) ~~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~~ if applicants for the issue of a light aircraft pilot licence (LAPL), a private pilot licence (PPL), a basic instrument rating (BIR) or a gyroplane pilot licence (GPL) have failed to pass one of the theoretical knowledge examination papers within four attempts or have failed to pass all papers within the period mentioned in point (b)(2), they shall retake the complete set of theoretical knowledge examination papers.
- (5) Before retaking the complete set of theoretical knowledge examination papers, applicants shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the ATO, based on the needs of the applicants.

(c) *Validity period*

- (1) The successful completion of the theoretical knowledge examinations will be valid:
 - (i) for the issue of a light aircraft pilot licence, ~~or a private pilot licence~~ or a gyroplane pilot licence, for a period of 24 months;
 - (ii) for the issue of a commercial pilot licence, a multi-crew pilot licence or an instrument rating (IR), ~~for~~ for a period of 36 months;
 - (iii) for the issue of a basic instrument rating (BIR), for an unlimited duration.

The periods in paragraphs (i) and (ii) shall be counted from the day on which the pilots have successfully completed the theoretical knowledge examination, in accordance with paragraph (b)(2).
- (2) The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:
 - (i) an IR entered in the licence; or
 - (ii) in the case of helicopters, a helicopter's type rating entered in that licence.

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FCL.035 Crediting of flight time and theoretical knowledge

(a) Crediting of flight time

- (1) Unless otherwise specified in this Regulation, 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 Regulation, 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.

(4) All hours flown in the manned,:

- aeroplanes (or TMGs), which have no more than two seats, measurable stall speed or minimum steady flight speed in landing configuration not exceeding 45 knots calibrated air speed and a maximum take-off mass (MTOM) of no more than 600 kg for aeroplanes not intended to be operated on water or 650 kg for aeroplanes intended to be operated on water;
- sailplanes and powered sailplanes, which have no more than two seats and a MTOM of no more than 600 kg

shall be credited in full towards fulfilling the flight time requirements of point FCL.140.A(a)(1) and point FCL.740.A(b)(1)(ii), provided that the following conditions are met:

- (i) the aeroplane, TMG or sailplane, concerned is of the same category and class as the CAR-FCL aircraft in respect of which the hours flown are to be credited;
- (ii) in case of training flights with an instructor, the aeroplane, TMG or sailplane, used is subject to an authorisation specified in point ORA.ATO.135 of CAR-ORA.

- (5) All hours flown in single and two-seater gyroplanes which have a MTOM of at least 450 kg and not exceeding 600 kg, shall be credited in full towards completing the 12 hours of flight time and 12 take-offs and landings in accordance with point FCL.240.G(a) but shall not be credited towards the requirement in point FCL.240.G(a)(1)(ii).

(b) Crediting of theoretical knowledge

- (1) Applicants that have passed the theoretical knowledge examination for an airline transport pilot licence shall be credited towards the requirements for the theoretical knowledge 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 BIR in the same category of aircraft.
- (2) Applicants that have passed the theoretical knowledge examination for a commercial pilot

licence shall be credited towards the requirements for the theoretical knowledge for:

- (i) the light aircraft pilot licence in the same category of aircraft;
 - (ii) the private pilot licence in the same category of aircraft; and
 - (iii) the subject 'communications' for the BIR. This credit shall include the IFR part of the subject 'communications' only if that subject was completed in accordance with point FCL.310.
- (3) Holders of an IR or applicants that have passed the IR theoretical knowledge examination for a category of aircraft shall be credited towards the requirements for the theoretical knowledge instruction and examination for:
- (i) the IR in another category of aircraft; and
 - (ii) the BIR.
- (4) Holders 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 regulation. 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 the theoretical knowledge examination is within the validity period specified in point FCL.025(c).
- (5) By way of derogation from paragraph (b)(3), holders of an IR(A) who have completed a competency-based modular IR(A) course shall be fully credited towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft only if they have also passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance with point ~~FCL.720.A(b)(2)(i)~~ [FCL.720.A.\(a\)\(2\)\(ii\)\(A\)](#).

(6) When Appendix 1 includes a credit for the subject Communications, all of the following shall apply:

- (i) such credit shall only be granted for training and examination for that subject if applicants, during previous theoretical knowledge examinations in accordance with CAA examinations requirements, have completed either the subject Communications or both subjects VFR communications and IFR communications;
- (ii) applicants who have completed either only the subject VFR communications or only the subject IFR communications shall complete theoretical knowledge instruction in the subject Communications, the duration of which may be reduced based on an assessment of the applicants by the ATO. For applicants who have completed the subject VFR communications, aspects purely related to VFR communication may be reduced. For applicants who have completed the subject IFR communications, aspects purely related to IFR communication may be reduced. In any case, applicants shall complete the theoretical knowledge examination in the subject Communications.

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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 an authority.
- (d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by FCL.020(a)(1).

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FCL.055 Language proficiency

- (a) General. Aeroplane, helicopter, powered-lift aircraft, ~~and~~ airship and gyroplane pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a valid language proficiency endorsement on their licence in English. The endorsement shall indicate the language, the proficiency level and the validity date, and it shall be obtained in accordance with a procedure established by the CAA. The minimum acceptable proficiency level is the operational level (Level 4) in accordance with Appendix 2 to this Regulation.

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FCL.060 Recent experience

- (a) (Reserved).
- (b) Aeroplanes, helicopters, powered-lift aircraft ~~and~~, airships, VTOL-capable aircraft (VCA) and gyroplanes. A pilot shall not operate an aircraft in commercial air transport or ~~to~~ for 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 as a pilot flying 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 or she has completed, within the preceding 90 days, either of the following:
 - ~~(i) has complied with the requirements in (b)(1); or~~
 - (ii) has carried out in the preceding 90 days at least three (3) sectors as a cruise relief co-pilot ~~on in the same relevant type or class of aircraft; or~~
 - training the content of which is determined by the operator and that comprises at least three (3) sectors as cruise relief co-pilot in an FSTD representing the relevant type;
 - ~~(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 recurrent training in accordance with~~ in the relevant requirements of CAR-OPS₂

(iv) a proficiency check for cruise relief co-pilots in accordance with Appendix 9.

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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. By way of derogation, such holders shall be entitled to act as pilots of an aircraft engaged in single-pilot helicopter emergency medical service (HEMS) operations in accordance with CAR-OPS, provided that they comply with the applicable requirements specified for that purpose in that Regulation and the relevant medical requirements in CAR-FCL3.
- (b) Age 65. Holders of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft that is engaged in commercial air transport.

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SUBPART B

*LIGHT AIRCRAFT PILOT LICENCE — LAPL**SECTION 1**Common requirements*

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FCL.115 LAPL — Training course

- (a) Applicants for an LAPL shall complete a training course at an ATO. That training course shall include:
- (1) ~~The course shall include~~ theoretical knowledge and flight instruction appropriate to the privileges of the LAPL applied for;
 - (2) additionally, for the LAPL(H), the mandatory training elements for the relevant helicopter type as defined in the OSD.
- (e) Theoretical knowledge instruction and flight instruction may be completed at an ATO different from the one where applicants have commenced their training.
- (d) For the training for the SEP aeroplanes-sea class privilege, the elements of Section B (Specific requirements for the aeroplane category), point 7 (Class ratings – sea), of Appendix 9 shall be considered.
- (d) Applicants for an LAPL may receive credits for previous PPL training they have undergone in accordance with Subpart C in the same aircraft category, based on an assessment of the applicant by the ATO that is responsible for the LAPL training course. In any case, applicants shall comply with the experience requirements set out in points FCL.110.A(a) or FCL.110.H(a), as applicable.

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*SECTION 2**Specific requirements for the LAPL for aeroplanes — LAPL(A)***FCL.105.A LAPL(A) — Privileges and conditions**

- (a) Privileges

The privileges of the holder of an LAPL for aeroplanes are to act as PIC on ~~single-engine piston~~SEP aeroplanes-land (SEP(land)), ~~single-engine piston~~SEP aeroplanes-sea (SEP(sea)) or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of three (3) passengers, such that there are never more than four ~~always a maximum of (4)~~ persons on board of the aircraft.

- (b) Conditions

(1) Holders of a LAPL(A) shall carry passengers only if they have completed 10 hours of flight

time as PIC on aeroplanes or TMG after the issuance of the licence.

- (2) Holders of a LAPL(A) who previously held an ATPL(A), an MPL(A), a CPL(A) or a PPL(A), are exempted from the requirements laid down in point (b)(1).

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 who hold an SPL, including privileges to fly TMGs.

Applicants for an LAPL(A) who hold an SPL with the privileges to fly TMGs shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG privileges and shall comply with the requirements of point FCL.135.A(a) on aeroplanes.

- (c) Crediting.

Applicants with prior experience as PIC may be credited towards the requirements of point (a) under the following conditions:-

- (1) 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 assessment ~~test~~, but shall in any case:

- (~~1~~) not exceed the total flight time as PIC;
- (~~2~~) not exceed 50 % of the hours required in point (a);
- (~~3~~) not include the requirements of point (a)(2);

- (2) (reserved).

FCL.135.A LAPL(A) — Extension of privileges to another class or variant of aeroplane

- (a) Applicants for an LAPL(A) shall be issued with privileges for the class of aeroplanes or TMGs in which the skill test was taken. In order to extend their privileges to another class, holders of an LAPL(A) shall complete, in that other class, all of the following ~~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 the following:

- (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~~ that 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) In order to extend the privileges to another variant within a class, the pilot shall either ~~undertake~~ undergo differences training or do a familiarisation. The differences training shall be entered in the pilot's logbook or in ~~to~~ an equivalent record and be signed by the instructor. When extending the privileges for an SEP aeroplane class to a variant with another type of engine referred to in Article 2, "SEP aeroplane", the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following subjects:
- (1) Operational procedures;
 - (2) Flight performance and planning;
 - (3) Aircraft general knowledge.
- (c) Applicants for the extension of privileges of the LAPL(A) to TMG who also hold an SPL in accordance with this regulation, including the privileges to fly on TMGs, shall receive full credits towards the requirements in paragraph (a).

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

- (a) Holders of a LAPL(A) shall exercise the privileges of their licence only if in the last 2 years they have met any of the following conditions as pilots of aeroplanes or TMGs:
- (1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:
 - (i) 12 take-offs and landings;
 - (ii) refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures;
 - (2) they have passed a LAPL(A) proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the LAPL(A);
- (b) If holders of a LAPL(A) hold both a SEP(land) and a SEP(sea) privilege, they may comply with the requirements in point (a)(1) in either class or a combination thereof, which shall be valid for both privileges. For this purpose, at least 1 hour of the required flight time and 6 out of the required 12 take-offs and landings shall be completed in each class.
- (c) Holders of an LAPL(A) with privileges for SEP aeroplanes who, in accordance with point FCL.135.A(b), have extended their privileges to a variant with a different type of engine referred to in Article 2, "SEP aeroplane", if they have not flown that variant within the preceding 2 years, shall complete any of the following in that variant, before exercising their privileges in that variant:
- (1) further differences training in accordance with point FCL.135.A(b);
 - (2) a proficiency check;
 - (3) refresher training in accordance with point FCL.140.A(a)(1)(ii).
- (d) The dual flights, flights under supervision referred to in the introductory phrase of point (a)(1), the refresher training referred to in point (a)(1)(ii) and point (c)(3) and the proficiency check referred to in point (a)(2) and point (c)(2) shall be entered in the pilot's logbook or equivalent record and shall be signed by the instructor or examiner, as applicable.

SECTION 3

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

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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 of point (a) under the following conditions:-
- (1) 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~~assessment, but shall in any case:
 - (~~i~~) not exceed the total flight time as PIC;
 - (~~ii~~) not exceed 50 % of the hours required in point (a);
 - (~~iii~~) not include the requirements of point (a)(2);
 - (2) (reserved).

FCL.135.H LAPL(H) — Extension of privileges to another type or variation of helicopter

- (a) Applicants for an LAPL(H) shall be issued with privileges for the specific type of helicopter in which the skill test was taken. In order to extend their privileges to another type of helicopter, holders of an LAPL(H) shall complete, in that other type, all of the following~~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) unless otherwise specified in the OSD, at least 5 hours of flight instruction, including:
 - (i) 15 dual take-offs, approaches and landings;
 - (ii) 15 supervised solo take-offs, approaches and landings;
 - (2) a skill test to demonstrate an adequate level of practical skill in the new type. During ~~this~~ that skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:
 - (i) Operational procedures,
 - (ii) Flight performance and planning,
 - (iii) 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 training or do familiarisation ~~training~~, as determined in the ~~operational suitability data~~ OSD. The differences training shall be entered in the pilot's logbook or equivalent record and shall be signed by the instructor.

FCL.140.H LAPL(H) — Recency requirements

(a) Holders of an LAPL(H) shall exercise the privileges of their licence on a specific type only if in the last 12 months they have, in the relevant type, taken one of the following steps ~~either~~:

(1a) completed both of the following:

(i) at least six (6) hours of flight time on helicopters of that type as PIC, or flying dual or solo under the supervision of an instructor, including six (6) take-offs, approaches and landings;

(ii) ~~and completed~~ a refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures;

(2b) passed a proficiency check with an examiner on the specific type before resuming the exercise of the privileges of their licence. That proficiency check programme shall be based on the skill test for the LAPL(H).

(b) Applicants may choose to complete the refresher training referred to in point (a)(1)(ii) in the aircraft or an FSTD representing the relevant type, or in a combination of both.

(c) The dual flights, flights under supervision referred to in point (a)(1)(i), the refresher training referred to in point (a)(1)(ii) and the proficiency check referred to in point (a)(2) shall be entered in the pilot's logbook or equivalent record and shall be signed by the instructor or examiner, as applicable.

SUBPART C

PRIVATE PILOT LICENCE (PPL) AND GYROPLANE PILOT LICENCE (GPL)***SECTION 1******Common requirements*****FCL.200 Minimum age**

Applicants for a PPL or a GPL shall be at least 17 years old.

FCL.205 Conditions

(a) Applicants for the issue of a PPL shall have fulfilled the requirements for the class or type rating for the aircraft used in the skill test, as established in Subpart H.

(b) Applicants for the issue of a GPL shall have fulfilled the requirements for the class or type of aircraft used in the skill test.

FCL.210 Training course

- (a) Applicants for a PPL or a GPL shall complete a training course at an ATO.
- (b) The course shall include theoretical knowledge and flight instruction appropriate to the privileges of the PPL or GPL applied for.
- (c) Theoretical knowledge instruction and flight instruction may be completed at an ATO different from the one where applicants have commenced their training.

FCL.215 Theoretical knowledge examination

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

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FCL.235 Skill test

- (a) Through the completion of a skill test, applicants for a PPL or a GPL shall demonstrate the ability to perform as PIC on the appropriate aircraft category the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

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SECTION 2***Specific requirements for the PPL aeroplanes — PPL(A)*****FCL.205.A PPL(A) — Privileges**

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

- (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 specified in point (1);
 - (3) the training, testing and checking for the ratings or certificates associated with the instructor's or examiner's licence, as applicable~~attached to this licence~~.

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 five (5) hours may have been completed in an FSTD, including at least the following:

- (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 one (1) cross-country flight of at least ~~(3)~~ 270 km (150 NM), during which full stop landings at two (2) aerodromes different from the aerodrome of departure shall be made.

Applicants may complete the flight time of a night rating training course in accordance with point FCL.810 (a)(1)(ii) as part of the 45 hours of flight instruction, provided that, before commencing night rating training, they have completed basic instrument flight training.

- (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. That training course shall include at least four hours of supervised solo flight time, including at least two hours of solo cross-country flight time with at least one cross-country flight of at least 270 km (150 NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.~~ Applicants for a PPL(A) shall receive credits for previous LAPL(A) training they have undergone and shall be issued with a PPL(A), provided that the LAPL(A) training and the PPL(A) training that they completed in total complies with the experience requirements in point (a). However, in such a case all of the following shall apply:

- (1) if applicants already hold an LAPL(A), all of the following shall apply, provided that applicants have completed at least 45 hours of total flight time in aeroplanes or TMGs:
 - (i) the requirement in the introductory sentence of point (a) is reduced to 40 hours of flight instruction;
 - (ii) the requirement in point (a)(1) is reduced to 21 hours of dual flight instruction;
- (2) applicants shall have completed at least all of the following with an instructor that is qualified to instruct for a PPL(A):
 - (i) 5 hours of dual flight instruction;
 - (ii) solo flight time as specified in point (a)(2).

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SECTION 3*Specific requirements for the PPL helicopters — PPL(H)***FCL.205.H PPL(H) — Privileges**

- (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 and to exercise all privileges of holders of an LAPL(H).
- (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 the PPL(H);
 - (2) the conduct of skill tests and proficiency checks for these licences [specified in point \(1\)](#);
 - (3) the training, testing and checking for the ratings and certificates [associated with the instructor's or examiner's licence, as applicable](#)~~attached to this licence~~.

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 [five \(5\) hours](#) may have been completed in an ~~FNPT or FFSFSTD~~, 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~~ applicants ~~holding that have undergone an~~ LAPL(H) ~~training~~. Applicants for a PPL(H) [shall receive credits for previous LAPL\(H\) training they have undergone and shall be issued with a PPL\(H\), provided that the LAPL\(H\) training and the PPL\(H\) training that they completed in total complies with the experience requirements in point \(a\)](#)~~holding an LAPL(H) shall complete a training course at an ATO. That training course shall include at least five hours of dual flight instruction time and at least one supervised solo cross-country flight of at least 185 km (100 NM), with full stop landings at two 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).

SECTION 4*Specific requirements for the PPL airships — PPL(As)***FCL.205.As PPL(As) — Privileges**

- (a) The privileges of the holder of a PPL(As) are to act without remuneration as PIC or co-pilot on airships engaged in non-commercial operations.
- (b) Notwithstanding the paragraph 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 the ~~is~~ licence specified in point (1);
- (3) the training, testing and checking for the ratings or certificates associated with the instructor's or examiner's licence, as applicable~~attached to this licence~~.

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'SECTION 5

Specific requirements for the GPL

FCL.205.G GPL – Privileges

- (a) The privileges of the holder of a GPL are to act as PIC in gyroplanes:
 - (1) without remuneration in non-commercial operations;
 - (2) performing the carriage of passengers only when they have completed 10 hours of flight time as PIC on gyroplanes after the issuance of the licence.
- (b) Notwithstanding point (a)(1), the holder of a GPL with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the GPL;
 - (2) the conduct of skill tests and proficiency checks for the GPL;
 - (3) the training, testing and checking for the ratings and privileges associated with the instructor's or examiner's licence, as applicable.
- (c) GPL holders shall exercise GPL privileges only if they comply with the applicable recency requirements and only if their medical certificate, appropriate to the privileges exercised, is valid.

FCL.210.G GPL – Experience requirements and crediting

- (a) An applicant for a GPL shall have completed at least 35 hours of flight instruction in gyroplanes, 5 of which may have been completed in an FSTD, including at least:
 - (1) 20 hours of dual flight instruction; and
 - (2) 8 hours of supervised solo flight time, including at least 4 hours of solo cross-country flight time with at least one cross-country flight of at least 150 km (80 NM), during which full-stop landings at two aerodromes different from the aerodrome of departure shall be made.
- (b) Crediting. An applicant that holds 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. In any case, credits shall not be given for the requirements of point (a)(2).
- (c) Applicants with prior experience as PIC on gyroplanes, that have a maximum take-off mass of at least 450 kg, may receive credits towards the requirements of point (a). The amount of credit shall be decided by the ATO where the applicant undergoes the training course, on the basis of a pre-entry flight assessment, but shall in any case not exceed any of the following:
 - (1) the total flight time as PIC;

(2) 50 % of the hours required in point (a).

In any case, credits shall not be given for the requirements of point (a)(2).

FCL.235.G GPL – Privileges for classes, types and variants of gyroplanes

(a) For the purpose of gyroplane pilot licensing in accordance with this Regulation, gyroplanes shall be categorised into the following class and types:

(1) single-propeller gyroplane (SPG) class: Single-pilot gyroplanes whose single-centric propulsion unit is operated by a single thrust control and driven by either of the following types of engines, if so specified following the certification process in accordance with CAR-21:

(a) a piston engine system which, may consist of more than one piston engine;

(b) an electric engine system which, may consist of more than one electric engine;

(c) a hybrid engine system consisting of piston and electric engines;

(2) gyroplane types that require privileges for that individual type, as determined following the certification process in accordance with CAR-21.

(b) Applicants for a GPL shall be issued with privileges for the class or type of gyroplanes in which the skill test was taken. In order to extend their privileges to another class or type, holders of a GPL shall complete, in that other class or type, all of the following:

(1) unless specified otherwise in the OSD, where applicable, 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 or type. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class or type in the following subjects:

(i) operational procedures;

(ii) flight performance and planning;

(iii) aircraft general knowledge.

(c) In order to extend the privileges to another variant within a class or type, the pilot shall complete differences training or familiarisation. Where applicable, that differences training or familiarisation shall comply with the OSD. The differences training shall be entered in the pilot's logbook or into an equivalent record and be signed by the instructor. When extending the privileges for an SPG class to a variant with another type of engine, as specified in point (a)(1), the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following:

(1) operational procedures;

(2) flight performance and planning;

(3) aircraft general knowledge.

FCL.240.G GPL – Recency requirements

- (a) Holders of a GPL shall exercise the privileges of their licence in a specific class or type of gyroplane only if in the last 2 years they have met any of the following conditions as pilots of gyroplanes in the relevant class or type:
- (1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:
 - (i) 12 take-offs and landings;
 - (ii) refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures;
 - (2) they have passed a GPL proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the GPL.
- (b) Holders of a GPL with privileges for the SPG class who, in accordance with point FCL.235.G(c), have extended their privileges to a variant with a different type of engine as specified in point FCL.235.G(a) shall, if they have not flown that variant within the preceding 2 years, complete any of the following in that variant, before exercising their privileges in that variant:
- (1) further differences training in accordance with point FCL.235.G(c);
 - (2) a proficiency check;
 - (3) refresher training in accordance with point (a)(1)(ii).
- (c) The dual flights and the solo flights under supervision as per the introductory phrase of point (a)(1), the refresher training as per points (a)(1)(ii) and (b)(3), and the proficiency check as per point (a)(2) and (b)(2) shall be entered in the pilot's logbook or equivalent record and shall be signed by the instructor or examiner, as applicable.

SUBPART D

COMMERCIAL PILOT LICENCE — CPL

SECTION 2

Specific requirements for the aeroplane category — CPL(A)

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FCL.325.A CPL(A) — Specific requirements for applicants who hold an conditions for MPL holders

(a) Applicants for a CPL(A) who hold ~~Before exercising the privileges of a CPL(A), the holder of an~~ MPL shall have completed in aeroplanes:

(a1) 70 hours of flight time in one of the following ways:

(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~~ That 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;

(b2) the elements of the CPL(A) modular course as specified in Chapter E, paragraphs point 10(a) and point 11, of Appendix 3, ~~E to this Regulation;~~ and

(c3) the CPL(A) skill test, in accordance with point FCL.320.

(b) When being issued with a CPL in accordance with point (a), applicants shall be subject to the following conditions:

(1) comply with the requirements of point FCL.405.A(c) in order to have the privileges of their IR(A) extended to single-pilot operations in aeroplanes;

(2) have the privileges of their type ratings restricted to exercise the privileges of a co-pilot only. That restriction shall be removed when applicants complete a proficiency check for the relevant type in accordance with Appendix 9 in the role of the PIC.

SUBPART E

MULTI-CREW PILOT LICENCE — MPL

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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 ~~shall, upon application may obtain the extra privileges of:~~
- (1) ~~be issued with additional privileges of~~ the holder of a PPL(A), provided that they ~~comply with the~~ requirements for the PPL(A) specified in Subpart C ~~are met~~;
 - (2) ~~have their MPL replaced by~~ a CPL(A), provided that ~~they comply with~~ the requirements specified in ~~point~~ 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.

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SUBPART F

*AIRLINE TRANSPORT PILOT LICENCE — ATPL**SECTION 2**Specific requirements for the aeroplane category — ATPL(A)*

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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 by CAA 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.
 - (3) [Holders of a restricted type rating issued in accordance with point FCL.720.A\(c\) shall receive credits for their flight time completed while exercising the privileges of that type rating up](#)

[to a maximum of 250 hours.](#)

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

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SECTION 3

Specific requirements for the helicopter category — ATPL(H)

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 received instruction in MCC in accordance with point FCL.735.H;](#)

- ~~(c)~~ 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 1 000 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.

- ~~(d)~~ Flight time in aeroplanes shall be credited up to 50 % against the flight time requirements of paragraph ~~(c)~~.
- ~~(e)~~ The experience required in ~~(c)~~ shall be completed before the skill test for the ATPL(H) is taken;
- [\(f\) applicants for an ATPL\(H\) shall receive a full credit for the requirement in point \(b\) when they comply with point FCL.720.H\(a\)\(2\)\(ii\) and, additionally, have received training at an ATO to meet the necessary standard for the successful completion of the course as per point FCL.735.H.](#)

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SUBPART G

INSTRUMENT RATING — IR**SECTION 1****Common requirements**

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FCL.605 IR — Privileges and conditions(a) Privileges

The privileges of a holder of an IR are to fly aircraft under IFR, including PBN operations, with a minimum decision height of

(1) no less than 200 feet (60 m);

(2) less than 200 ft (60 m), provided that they are authorised to do so in accordance with relevant requirements of CAR-OPS.

(b) Conditions ~~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 Regulation in multi-pilot aircraft.~~

(1e) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Regulation.

(2d) ~~Helicopters only.~~ 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.

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FCL.620 IR — Skill test

~~(a)~~ Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Regulation 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, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.~~

~~(c)~~ ~~Applicants who have completed a skill test for a multi-engine IR in a single-pilot multi-engine aeroplane for which a class rating is required shall also be issued with a single-engine IR for the single-engine aeroplane class or type ratings that they hold.~~

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SECTION 2*Specific requirements for the aeroplane category***FCL.620A IR(A) — Skill test**

~~(a)~~ For a multi-engine IR(A), the skill test shall be taken in a multi-engine aircraft ~~aircraft~~ aeroplane. For a single-engine IR(A), the test shall be taken in a single-engine aircraft ~~aircraft~~ aeroplane. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of ~~this paragraph~~ point.

~~(b)~~ Applicants who have completed a skill test for a multi-engine IR(A) in a single-pilot multi-engine aeroplane for which a class rating is required shall also be issued with a single-engine IR(A) for the single-engine aeroplane class or type ratings that they hold.

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SECTION 3*Specific requirements for the helicopter category*

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FCL.630.H IR(H) — Extension of privileges ~~from single-engine to multi-engine helicopters~~ of an IR(H) to further helicopter types

Unless specified otherwise in the operational suitability data(OSD), holders of an IR(H) who wish to extend their IR(H) privileges to further helicopter types shall, in addition to the relevant type rating training course, complete at an ATO 2 hours of flight training on the relevant type by sole reference to instruments according to IFR which may be conducted in an FFS or an FTD which appropriately represents the relevant type for IFR operation.'

~~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 this Regulation on multi-engine helicopters.~~

SECTION 4*Specific requirements for the airship category***FCL.620.As IR(As) — Skill test**

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.'

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SUBPART H

CLASS AND TYPE RATINGS**SECTION 1****Common requirements****FCL.700 Circumstances in which class or type ratings are required**

- (a) Holders of a pilot licence shall act as pilots of an aircraft only if they have a valid and appropriate class or type rating, unless any of the following applies:
- (1) if exercising the privileges of an LAPL or a GPL;
 - (2) if they take skill tests or proficiency checks for renewal of class or type ratings;
 - (3) if they receive flight instruction;
 - (4) (reserved).

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FCL.710 Class and type ratings — variants

- (a) Pilots shall complete differences training or familiarisation in order to extend their privileges to another variant of aircraft within ~~one~~ a class or type rating, or, in the case of point FCL.710(d)(1), in order to maintain those privileges. In the case of variants within a class or type rating, the differences training or familiarisation shall include the relevant elements defined in the OSD, where applicable. When extending the privileges of an SEP aeroplane class rating to a variant with another type of engine referred to in Article 2, "SEP aeroplane", the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following subjects:
- (1) Aircraft general knowledge;
 - (2) Operational procedures;
 - (3) Flight performance and planning.
- (b) The differences training shall be conducted at any of the following:
- (1) an ATO;
 - (2) an AOC holder having an approved differences training programme for the relevant class or type.
- (c) Notwithstanding the requirement in point (b), differences training for the following aircraft ~~TMG, single-engine piston (SEP), single-engine turbine (SET) and multi-engine piston (MEP) aeroplanes~~ may be conducted by an appropriately qualified instructor unless otherwise provided in the OSD
- (1) aeroplanes requiring a class rating:
 - (i) TMGs;
 - (ii) SEP aeroplanes;
 - (iii) MEP aeroplanes;

- (iv) SET aeroplanes, except for complex or high-performance SET aeroplanes;
- (2) single-engine helicopters with a maximum take-off mass not exceeding 3 175 kg.
- (d) Pilots who, after having extended their privileges to another variant within a class or type rating in accordance with this point, have not flown that variant within the preceding 2 years shall, before exercising their privileges in that variant, complete any of the following in that variant:
- (1) further differences training in accordance with points (a) and (b) or, if applicable, (c);
- (2) a proficiency check;
- (3) in the case of a variant within the SEP class rating with a particular engine type referred to in Article 2, "SEP aeroplanes", refresher training in accordance with point FCL.740.A(b)(1)(ii)(C). ~~If pilots have not flown the variant within 2 years following the training listed in point (b), a further differences training or a proficiency check in that variant shall be completed, except for types or variants within the SEP and TMG class ratings.~~
- (da) Point FCL.710(d) shall not apply in the case of variants within the TMG class rating and variants within the SEP class rating that have the same type of engine referred to in Article 2, "SEP aeroplanes".
- (e) The differences training or the proficiency check in that variant shall be entered in the pilots' logbook or equivalent record and signed by the instructor or examiner as appropriate.

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

- (a) Training course. 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 by manufacturer or in accordance with the OSD, where applicable.
- (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 aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.
- (2) For single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
- (3) For single-engine aircraft, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.
- (4) For single-pilot aeroplanes that are classified as high-performance aeroplanes, the examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the subjects of the syllabus.
- (5) For single-pilot single-engine and single-pilot multi-engine aeroplanes (sea), the examination shall be in a written form and shall comprise at least 30 multiple-choice questions.
- (c) Skill test. An applicant for a class or type rating shall pass a skill test in accordance with Appendix 9 to this regulation to demonstrate the skill required for the safe operation of the applicable class or type of aircraft.

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 aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type. Such an applicant shall complete additional flight training for the other form of operation at an ATO or an AOC holder specifically authorised for such training by the CAA. The form of operation shall be entered in the licence.~~

(d) Single- and multi-pilot operation in single-pilot aircraft – type ratings

(1) The privileges of holders of a type rating for a single-pilot aircraft include the privileges to fly the aircraft in single-pilot operations and multi-pilot operations. However, such holders shall exercise those privileges for a particular form of operation only if they comply with all of the following:

(i) they have successfully completed flight training for the relevant form of operation in the relevant aircraft type in accordance with Appendix 9 to this Regulation, unless specified otherwise in the OSD. That flight training for a particular form of operation shall either be included in the initial type rating training course at an ATO or, following the initial issuance of the type rating, be completed in the form of additional training at either of the following:

(A) an ATO;

(B) an EBT operator that is specifically entitled to provide such training on the basis of either an approval or a declaration;

(ii) they have completed a skill test or a proficiency check:

(A) for single-pilot operations in one of the following ways:

(1) in single-pilot operations;

(2) in multi-pilot operations with additional elements for single-pilot operations as specified in Appendix 9;

(B) for multi-pilot operations, in multi-pilot operations.

(iii) additionally, in the case of multi-pilot operations in single-pilot aircraft:

(A) they meet the requirements that are specified in:

(1) point FCL.720.A(b)(4) or point FCL.720.H(a)(2), as applicable;

(2) point FCL.720.A(b)(5), for single-pilot aeroplanes, before starting flight training for multi-pilot operations in accordance with point FCL.725(d)(1)(i);

(B) they exercise their privileges only at an organisation that is certified by the CAA to conduct air operations, subject to CAR-OPS series or other relevant CAA regulations for air operations.

(2) When applicants for the initial issue of a type rating for a single-pilot aircraft complete the flight training and the skill test in multi-pilot operations only, the type rating shall be issued with a restriction to multi-pilot operations. That restriction shall be removed when applicants complete, in accordance with Appendix 9, additional training and a proficiency check that include the necessary elements for single-pilot operations.

In all other cases, the form of operation shall not be entered onto the licence.

(da) Single- and multi-pilot operations – aeroplane class ratings

The privileges of holders of a class rating for a single-pilot aeroplane include the privileges to fly the aeroplane in multi-pilot operations, provided that such holders:

- (1) comply with the requirements set out in:
 - (i) point FCL.720.A(b)(4);
 - (ii) point FCL.720.A(b)(5), before starting flight training for multi-pilot operations in accordance with point FCL.725(da)(2);
- (2) have completed flight training and passed a proficiency check for multi-pilot operations in the relevant aeroplane class in accordance with Section B, point 5(g), of Appendix 9 at an organisation that is specified in point FCL.725(d)(1)(i); and
- (3) exercise their privileges only at an organisation that is certified by the CAA to conduct air operations, subject to CAR-OPS series or other relevant CAA regulations for air operations.

Additional privileges for multi-pilot operations in a single-pilot aeroplane class shall not be entered onto the licence.

(db) If a skill test or proficiency check for a single-pilot aircraft class or type rating is conducted in either of the following, the form or forms of operation in which that skill test or a proficiency check is conducted shall be entered in the logbook of the applicants and signed by the examiner:

- (1) multi-pilot operations;
- (2) single-pilot and multi-pilot operations.

- (e) (Reserved).
- (f) Applicants for a class rating for TMGs who also hold an SPL, including the privileges to fly on TMGs, shall receive full credits towards the requirements in paragraphs (a), (b) and (c).

FCL.740 Validity and renewal of class and type ratings

(a) Validity

- (1) The validity period of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings for which the validity period shall be 2 years, unless otherwise determined in the OSD. If pilots choose to fulfil the revalidation requirements earlier than prescribed in points FCL.740.A, FCL.740.H, FCL.740.PL and FCL.740.As, the new validity period shall commence from the date of the proficiency check.
- (2) Applicants for the revalidation of a class or type rating shall receive full credits for the proficiency check as required in this Subpart when they complete EBT practical assessment in accordance with Appendix 10 at an operator that has implemented EBT for the relevant class or type rating.

(b) Renewal

For the renewal of a class or type rating, applicants shall comply with all of the following:

- (1) in order to determine whether refresher training is necessary for the applicant to reach the level of proficiency to safely operate the aircraft, they shall undergo an assessment at one of the following:
 - (i) at an ATO;
 - (ii) (reserved);
 - (iii) at an ATO or with an instructor, if the rating expired no more than 3 years ago and the rating concerned a non-high-performance ~~single-engine piston~~SEP aeroplane class rating or a TMG class rating;
 - (iv) at an EBT operator that is specifically approved for such refresher training;

.....

SECTION 2

Specific requirements for the aeroplane category

FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes

Unless otherwise determined in the OSD, applicants for the issue of a class or type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

(a) Single-pilot aeroplanes

~~Applicants for the initial issue of privileges to operate a single-pilot aeroplane in multi-pilot operations, either when applying for the issue of a class or type rating or when extending the privileges of a class or type rating already held to multi-pilot operation, shall meet the requirements in point (b)(4) and, before starting the relevant training course, point (b)(5).~~

~~Additionally, for:~~

(1) Single-pilot multi-engine aeroplanes

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

.....

(b) Multi-pilot aeroplanes

.....

(5) have completed the training course specified in point FCL.745.A, unless they comply with any of the following:

(i) they completed, within the preceding 3 years, the training and checking in accordance with [points](#) CAR-OPS-1.945 ~~and or~~ CAR-OPS-1.965;

(ii) they have completed the training specified in point FCL.915(e)(1)(ii).

(c) Notwithstanding point [FCL.720.A\(b\)](#), ~~CAA may issue applicants who comply with Section B, point 6(i), of Appendix 9 shall be issued with~~ a type rating with restricted privileges for a multi-pilot aeroplane that allows holders of such a rating to act as cruise relief co-pilots above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point [FCL.720.A\(b\)](#).

To remove the restriction, applicants shall comply with all of the following:

(1) undergo an assessment at an ATO which shall determine their training needs to have the restriction removed;

(2) based on the assessment specified in point (1), complete, at that ATO, training which shall allow them to reach the level of proficiency to safely operate the aircraft;

(3) after the completion of the training specified in point (2), complete a skill test in accordance

[with Appendix 9;](#)

[\(4\) after the completion of the skill test specified in point \(3\), meet one of the following conditions:](#)

[\(i\) comply with point CAR-OPS1.945\(d\), provided that they meet the experience requirements specified in point FCL.730.A;](#)

[\(ii\) complete flight training in the aircraft which includes manoeuvres on take-off, landing and go-around.';](#)

- (d) When so determined in the OSD, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilots' logbook or equivalent record and signed by the instructor. The limitation shall be removed when pilots demonstrate that the hours of flight under supervision required in the OSD have been completed.

FCL.725.A Theoretical knowledge and flight instruction for the issue of class and type ratings — aeroplanes

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- (c) for single-pilot non-high-performance complex aeroplanes, single-pilot high-performance complex aeroplanes and multi-pilot aeroplanes, the training courses shall include UPRT theoretical knowledge and flight instruction related to the specificities of the relevant class or type. [For the flight instruction, FSTDs may be used in accordance with Section A, point 18 of Appendix 9.](#)

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:
 - [\(i\) in the case of cruise relief co-pilots, 1 500 hours of flight time;](#)
 - [\(ii\) in all other cases, 1 500 hours flight time or 250 route sectors;](#)
 - (2) if an FFS qualified to level DG or D is used during the course:
 - [\(i\) in the case of cruise relief co-pilots, 750 hours of flight time;](#)
 - [\(ii\) in all other cases, 500 hours flight time or 100 route sectors.](#)

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

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- (b) Revalidation of single-pilot single-engine class ratings.
- (1) ~~Single-engine piston~~SEP aeroplane class ratings and TMG class ratings. For the revalidation of ~~single-pilot single-engine piston~~SEP aeroplane class ratings or TMG class ratings, ~~the~~ applicants shall:
 - (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this regulation 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 the following:
 - (A) 6 hours as PIC;
 - (B) 12 take-offs and 12 landings;
 - (C) refresher training of at least 1 hour of total flight time with and to the satisfaction of a flight instructor (FI) or a class rating instructor (CRI) who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures. Applicants shall be exempted from this refresher training if they have passed any of the following, in any class or type of aeroplane:
 - (1) a class or type rating proficiency check;
 - (2) a skill test;
 - (3) an EBT practical assessment;
 - (4) an assessment of competence ~~in any other class or type of aeroplane.~~
 - (2) When applicants hold both ~~a single-engine piston~~an SEP aeroplane-land class rating and a TMG class rating, they may complete the requirements of point (1) in either class or a combination of those classes ~~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 this regulation with an examiner, within the 3 months preceding the expiry date of the rating.
 - (4) When applicants hold both ~~an SEP single-engine piston~~an SEP aeroplane-land class rating and ~~an SEP single-engine piston~~an SEP aeroplane-sea class rating, they may complete the requirements of point (1)(ii) in either class or a combination thereof of those classes, and achieve the fulfilment of ~~these~~those requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and 12 landings shall be completed in each class.
 - (5) The proficiency check for the revalidation of a single-pilot single-engine aeroplane class rating may be combined with the proficiency check for the revalidation of a BIR, in accordance with point FCL.835(g)(8).
- (c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

FCL.745.A Advanced UPRT course — aeroplanes

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

- (1) 5 hours of theoretical knowledge instruction;
 - (2) pre-flight briefings and post-flight debriefings; and
 - (3) 3 hours of dual flight instruction with a flight instructor for aeroplanes FI(A) qualified in accordance with point FCL.915(e) and consisting of advanced UPRT in an aeroplane qualified for the training task. [Flight time that does not include advanced UPRT but serves to go to or return from the UPRT training area shall not count towards those 3 hours.](#)
- (b) Upon completion of the UPRT course, applicants shall be issued with a certificate of completion by the ATO.

SECTION 3

Specific requirements for the helicopter category

FCL.720.H Experience requirements and prerequisites for the issue of type ratings — helicopters

Unless otherwise determined in the OSD, 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 a first~~ type rating ~~course~~ for a multi-pilot helicopter type shall [before starting the type rating training course](#):
 - (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 [completed](#) at least 500 hours [of flight time](#) as a pilot ~~on-in~~ multi-pilot [operations in any aircraft category 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 be entitled to undergo the type rating training course for a multi-pilot helicopter type rating and](#) 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 [complied with all of the following](#):
 - (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 m~~Multi-engine helicopters. An applicant for the issue of a first type rating for a ~~single-pilot~~ multi-engine helicopter shall:

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FCL.740.H Revalidation of type ratings — helicopters

(a) Revalidation. For revalidation of type ratings for helicopters, ~~the applicants~~ shall comply with one of the following, as applicable:

(1) they shall take the following steps:

(i) within the validity period of the type rating, complete at least 2 hours as pilot in the relevant helicopter type;

(ii) within the 3 months immediately preceding the expiry date of the type rating, pass a proficiency check:

(A) which is conducted in accordance with Appendix 9 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~~

(B) the duration of which may be counted towards the flight time specified in point (i);

~~(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.~~

(2) for type ratings for single-engine helicopters up to a maximum take-off mass of 3 175 kg, they shall meet one of the following conditions:

(i) comply with point (a)(1);

(ii) complete, in the relevant type of helicopter, both of the following:

(A) within the validity period of the type rating, at least 6 hours as PIC;

(B) within the 3 months immediately preceding the expiry date of the rating, a refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures. Applicants may choose to complete the refresher training in the aircraft or an FSTD representing the relevant type, or in a combination of both.

(3b) When applicants hold more than one type rating for ~~single-engine piston~~SEP helicopters, they may achieve revalidation of all the relevant type ratings by ~~completing passing~~ the proficiency check in accordance with point (a)(1)(ii) or completing the refresher training in accordance with point (a)(2)(ii)(B) in only one of the relevant types held, provided that they have completed either of the following at least 2 hours of flight time as PIC in each of the other relevant types during the validity period:

(1) if they completed a proficiency check in accordance with point (a)(1)(ii), at least 2 hours;

(2) if they completed a refresher training in accordance with point (a)(2)(ii)(B), at least 6 hours.

The proficiency check or the refresher training, as applicable, shall be performed each time on a different type. The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the proficiency check or the refresher training is performed.

(4c) When applicants hold more than one type rating for ~~single-engine turbine~~SET helicopters with a maximum certificated take-off mass up to 3 175 kg, they may achieve revalidation of all the relevant type ratings by ~~completing passing~~ the proficiency check in accordance with point (a)(1)(ii) or completing the refresher training in accordance with point (a)(2)(ii)(B) in only one of the relevant types held, provided that they have completed all of the following:

- (i) 300 hours as PIC on helicopters;
- (ii) 15 hours on each of the types held;
- (iii) either of the following flight times as at least 2 hours of PIC flight time on in each of the other relevant types during the validity period:
 - (i) if they completed a proficiency check in accordance with point (a)(1)(ii), at least 2 hours;
 - (ii) if they completed a refresher training in accordance with point (a)(2)(ii)(B), at least 6 hours.

The proficiency check shall be performed each time on a different type. The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the proficiency check or the refresher training is completed.

- (5d) ~~A pilot~~ Applicants who successfully complete a skill test for the issue of an additional type rating or a proficiency check for the renewal of a type rating shall achieve revalidation for the relevant type ratings already held in the common groups, as specified in points in accordance with (3b) and (4c).

The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the skill test or proficiency check is completed.

- (6e) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.
- (bf) Applicants who fail 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 points (ba)(3) and (4c), applicants shall not exercise their privileges in any of the types.

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SUBPART I

ADDITIONAL RATINGS

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FCL.810 Night rating

(a) Aeroplanes, TMGs, airships.

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

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(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 six (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 that~~ 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) Gyroplanes. If the privileges of a GPL are to be exercised in VFR conditions at night, applicants shall have:

- (1) completed at least 50 hours of flight time as pilot in gyroplanes after the issue of the licence, including at least 20 hours as PIC on gyroplanes 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) 3 hours of gyroplane 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 five solo night circuits; each circuit shall include a take-off and a landing.

An applicant that holds or has held an instrument rating in an aeroplane or a helicopter shall

be credited with 2 hours towards the requirement in point (2)(ii) above. An applicant that holds a night rating in an aeroplane, helicopter or TMG shall receive a full credit for the element specified in point (2)(i).

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FCL.835 Basic instrument rating (BIR)

(a) Privileges and conditions

- (1) The privileges of a BIR holder are to conduct flights under IFR on single-pilot aeroplanes for which class ratings are held, with the exception of the following:

(i) high-performance aeroplanes;

(ii) ~~and~~ aeroplane variants if OSD or relevant manufacturer document have determined that an IR is required.

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SUBPART J

*INSTRUCTORS**SECTION 1**Common requirements*

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FCL.915 General prerequisites and requirements for instructors

(a) General.

Applicants for the issue of an instructor certificate shall be at least 18 years of age.

(b) Additional requirements for instructors [that provide](#)ing flight instruction in aircraft.

Applicants for the issue of or holders of an instructor certificate with privileges to conduct flight instruction in an aircraft shall:

- (1) for licence training, hold at least the licence or, in the case of point FCL.900(c), the equivalent licence, for which flight instruction is to be given;
- (2) for a rating training, hold the relevant rating or, in the case of point FCL.900(c), the equivalent rating, for which flight instruction is to be given;
- (3) have:
 - (i) completed at least 15 hours of flight time as pilots of the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or
 - (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft; ~~and~~
- (4) be entitled to act as PIC in the aircraft during such flight instruction; ~~and~~
[\(5\) when providing flight instruction in a variant of the SEP aeroplane class with a particular type of engine referred to in Article 2, "SEP aeroplane", have complied with one of the following conditions:](#)
 - [\(i\) completed at least 5 hours of flight time as pilots in that variant;](#)
 - [\(ii\) passed an assessment of competence for the relevant category of instructor in that variant.](#)

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FCL.945 Obligations for instructors

Upon completion of the training flight for the revalidation of an SEP [aeroplane](#) or TMG class rating in accordance with FCL.740.A(b)(1)(ii)(C) or for the revalidation of a single-engine helicopter type rating [in accordance with point FCL.740.H\(a\)\(2\)\(ii\)\(B\)](#), and only in the event of fulfilment of all the other

revalidation criteria required by FCL.740.A(b)(1)(ii) or point FCL.740.H(a)(2)(ii), as applicable, 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 CAA.

SECTION 2

Specific requirements for the flight instructor — FI

FCL.905.FI FI — Privileges and conditions

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

- (a) a PPL ~~and~~ LAPL and GPL in the appropriate aircraft category;

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FCL.910.FI FI — Restricted privileges

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- (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 of flight instruction in aeroplanes or TMGs and, in addition has supervised at least 25 student solo flights;
- (2) for the FI(H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises;
- (3) for the FI(As), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As).

(4) for the FI(G):

- (i) 100 hours of flight instruction in gyroplanes and, in addition, has supervised at least 25 solo flights;
- (ii) in the case of an FI(G) who also holds an FI(A) or FI(H) certificate and complies with points (1) or (2), as applicable, 25 hours of flight instruction in gyroplanes and, in addition, has supervised at least 10 student solo flights.

FCL.915.FI FI — Prerequisites

An applicant for an FI certificate shall:

- (a) in the case of the FI(A) ~~and~~ FI(H) and FI(G):
- (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), or hold an MPL with additional PPL privileges in accordance with point FCL.405.A(b)(1), and have complied with the following conditions ~~and have:~~
 - (i) except for an FI(A) providing training for the LAPL(A) only, passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which in that case shall not be valid for any of the following:
 - (A) the issue of a CPL;
 - (B) receiving credits for CPL theoretical knowledge in accordance with point FCL.035 and Appendix 1; ~~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 in the class or type of aeroplane used for the FI(A) training course, 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 assessment~~ set out in point 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 passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which shall not be valid for the issue of a CPL;
- (ca) additionally, for the FI(G), have completed at least 150 hours of flight time on gyroplanes, of which at least 100 hours as PIC.
- (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);

FCL.930.FI FI — Training course

- (a) Applicants for the FI certificate shall, at an ATO, have passed a specific pre-entry flight ~~test assessment~~ 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. That pre-entry flight ~~test assessment~~ shall be based on the proficiency check for the class and type ratings as set out in Appendix 9.
- (b) The FI training course shall include:
 - (1) 25 hours of teaching and learning;
 - (2) at least 100 hours of theoretical knowledge instruction, including progress tests;
 - (3)
 - (i) in the case of an FI(A) ~~and~~ (H) and (G), 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.

- (4c) Applicants for an FI certificate in another category of aircraft who are holding or have held an FI(A), (H), ~~or~~ (As) or (G) shall be credited with 55 hours towards the requirement in point (b)(2).
- (d) Applicants for an FI(G) certificate that hold or have held an FI(A), (H) or (As) certificate shall be credited with 15 hours towards the requirement in point (b)(3)(i), of which a maximum of 10 hours shall be a credit towards the dual instruction time.
- (ee) Applicants for the FI certificate who hold or have held any other instructor certificate issued in accordance with this Regulation shall be deemed to meet the requirements in point (b)(1).

FCL.940.FI FI — Revalidation and renewal

(a) Revalidation

- (1) To revalidate an FI certificate, holders shall fulfil at least two out of the three following requirements before the expiry date of the FI certificate:
- (i) they have completed:
- (A) in the case of an FI(A) and an FI(H), at least 50 hours of flight instruction in the appropriate aircraft category as FIs, TRIs, CRIs, IRIs MIs or examiners. If the privileges to instruct for the BIR and the IR are to be revalidated, 10 of those 50 hours shall be flight instruction for a BIR or an IR and shall have been completed within the last 12 months immediately preceding the expiry date of the FI certificate;
- (B) in the case of an FI(As), at least 20 hours of flight instruction in airships as FIs, IRIs or as examiners. If the privileges to instruct for the IR are to be revalidated, 10 of those hours shall be flight instruction for an IR and shall have been completed in the period of 12 months immediately preceding the expiry date of the FI certificate;
- (C) in the case of an FI(G), at least 50 hours of flight instruction in gyroplanes as FIs or as examiners;
- (ii) they have completed instructor refresher training as an FI at an ATO or at the CAA.
- (iii) they have passed an assessment of competence in accordance with point FCL.935 in the period of 12 months immediately preceding the expiry date of the FI certificate.
- (2) For at least each alternate revalidation, in the case of FI(A) ~~or~~, FI(H) or FI(G), or each third revalidation, in the case of FI(As), holders of the relevant FI certificate shall pass an assessment of competence in accordance with point FCL.935.

(b) Renewal.

If the FI certificate has expired, applicants shall, within a period of 12 months before the application date for the renewal, complete instructor refresher training as an FI at an ATO or at the CAA and complete an assessment of competence in accordance with point FCL.935.

SECTION 3

Specific requirements for the type rating instructor — TRI

FCL.905.TRI TRI – Privileges and conditions

- (a) The privileges of a TRI are to instruct for:

- (1) The revalidation and renewal of an IR, provided the TRI holds a valid IR;
 - (2) the issue of a TRI or SFI certificate, provided that the holder meets all of the following conditions:
 - (i) has at least 50 hours of instructional experience as a TRI or SFI in accordance with this Regulation or CAR-OPS;
 - (ii) has conducted the flight instruction syllabus of the relevant part of the TRI training course in accordance with point FCL.930.TRI(ab)(3) to the satisfaction of the head of training of an ATO;
 - (3) in the case of the TRI for single-pilot aeroplanes:
 - (i) the issue, revalidation and renewal of type ratings for single-pilot high-performance complex aeroplanes provided that 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 aeroplane type ratings in multi-pilot operations, provided that the TRI meets any of the following conditions:

 - (A) holds or has held a TRI certificate for multi-pilot aeroplanes;
 - (B) has at least 500 hours on aeroplanes in multi-pilot operations and completed an MCCI training course in accordance with point FCL.930.MCCI;
 - (ii) the MPL course on the basic phase, provided that he or she has the privileges extended to multi-pilot operations and holds or has held an FI(A) or an IRI(A) certificate;
 - (4) in the case of the TRI for multi-pilot aeroplanes:
 - (i) the issue, revalidation and renewal of type ratings for:
 - (A) multi-pilot aeroplanes;
 - (B) single-pilot high-performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (ii) MCC training;
 - (iii) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, he or she holds or has held an FI(A) or IRI(A) certificate;
 - (5) in the case of the TRI for helicopters:
 - (i) the issue, revalidation and renewal of helicopter type ratings;
 - (ii) MCC training, provided that he or she has completed 350 hours of flight time as a pilot in multi-pilot operations in any aircraft category;
 - (6) in the case of the TRI for powered-lift aircraft:
 - (i) the issue, revalidation and renewal of powered-lift type ratings;
 - (ii) MCC training.
- (b) The privileges of a TRI include privileges to conduct EBT practical assessment at an EBT operator, provided that the instructor complies with the [relevant](#) requirements of CAR-OPS [for EBT instructor standardisation at that EBT operator](#).

FCL.910.TRI TRI — Restricted privileges

- (a) General. If the TRI training is carried out in FSTDs only, the privileges of TRIs shall be restricted to

training in FSTDs. This restriction shall however include the following privileges for conducting, in the aircraft:

- (1) LIFUS, provided that the TRI training course has included the [relevant](#) training specified in point FCL.930.TRI(a)(b)(4)(~~ii~~);
- (2) landing training, provided that the TRI training course has included the [relevant](#) training specified in point FCL.930.TRI(a)(b)(4)(~~iii~~); or
- (3) the training flight specified in point FCL.060(c)(2), provided that the TRI training course has included the training referred to in points (a)(1) or (a)(2).

The restriction to FSTD shall be removed if TRIs have completed an assessment of competence in the aircraft.

- (b) TRIs for aeroplanes and for powered-lift aircraft — TRI(A) and TRI(PL). The privileges of TRIs are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence were conducted. Unless otherwise determined in the OSD, to extend the privileges of TRIs to further types, TRIs shall have:

- (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 a maximum of 7 sectors may be completed in an FSTD;
- (2) completed the relevant parts of the technical training and the flight instruction parts of the applicable TRI course;
- (3) passed the relevant sections of the assessment of competence in accordance with point FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K to this Regulation their 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.

The privileges of TRIs shall be extended to further variants, [provided that they comply with point FCL.710 in those other variants and, where applicable, the elements set out in the OSD](#) ~~in accordance with the OSD if TRIs have completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course~~ [for those variants](#).

- (c) TRIs for helicopters — TRI(H).

- (1) The privileges of TRIs(H) are restricted to the type of helicopter in which the assessment of competence for the issue of the TRI certificate was taken. Unless otherwise determined in the OSD, the privileges of the TRIs shall be extended to further types if TRIs have:
 - (i) completed the relevant parts of the technical training and flight instruction parts of the TRI course;
 - (ii) completed within the 12 months preceding the date of application, at least 10 hours on the applicable helicopter type, of which a maximum of 5 hours may be completed in an FFS or FTD 2/3; and
 - (iii) passed the relevant sections of the assessment of competence in accordance with point FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K of this Regulation their 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.

The privileges of TRIs shall be extended to further variants, [provided that they comply with point FCL.710 in those other variants and, where applicable, the elements set out in the OSD for those variants](#) ~~in accordance with the OSD or manufacturer documents, where applicable, if TRIs have completed the relevant parts of the technical training and flight~~

~~instruction parts of the applicable TRI course.~~

- (2) ~~In order to extend~~ 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 350 hours of flight time as a pilot in multi-pilot operations in any aircraft category or have completed at least 100 hours of flight time as a pilot in multi-pilot operations on the specific this type within the last 2 years.
- (3) Before the privileges of a TRI(H) are extended from single-pilot helicopters to multi-pilot helicopters, the holder shall comply with point FCL.915.TRI(d)(3).

(d) (Reserved).

FCL.915.TRI TRI — Prerequisites

An applicant for a TRI certificate shall:

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(d) for TRI(H):

- (1) for a TRI(H) certificate for single-pilot single-engine helicopters, either:
- (i) have completed 250 hours as a pilot on helicopters; or
 - (ii) hold an FI(H) certificate.
- (2) for a TRI(H) certificate for single-pilot multi-engine helicopters, either:
- (i) have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters; or
 - (ii) hold an FI(H) certificate and have completed 100 hours of flight time as a pilot in multi-engine helicopters.
- (3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, ~~including~~ and have either :
- (i) 350 hours ~~as a pilot o~~ in multi-pilot ~~helicopters~~ operations on any aircraft category ; or
 - (ii) ~~for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters,~~ 100 hours of flight time as a pilot ~~of that type~~ in multi-pilot operations on the type for which the TRI(H) certificate is sought.

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FCL.930.TRI TRI — Training course

(a) The TRI training course shall be conducted:

- (1) in the case of MPA, in an FFS or a combination of FSTD(s) and FFS;
- (2) in the case of type ratings for SPA and helicopters, in either of the following:
 - (i) an available and accessible FFS, or in a combination of such FFS and FSTD(s);
 - (ii) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible;
 - (iii) the aircraft if no FSTD is available or accessible.

- (aa) By way of derogation from point (a), the TRI training course:
- (1) for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible;
 - (2) for aircraft referred to in Section A, point 1e, of Appendix 9 may be conducted in accordance with points FCL.930.TRI(a)(2)(i), (ii) or (iii), irrespective of the availability and accessibility of FFS or FSTD.
- (ab) The TRI training course shall ~~be conducted in the aircraft only if no FSTD is available and accessible and shall~~ include:
- (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 ~~or~~ simulator instructional skills;
 - (3) 5 hours of flight instruction on the appropriate aircraft or an FSTD representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or an FSTD representing that aircraft;
 - (4) if privileges for conducting LIFUS or take-off and landing training are sought, the following training, as applicable:
 - (i) in an FSTD and related to the relevant privileges, additional specific training which, in the case of privileges for conducting take-off and landing training, shall include training for emergency procedures related to the aircraft~~additional specific training before conducting LIFUS;~~
 - (ii) consolidation of the specific training in accordance with point (4)(i), where the applicant shall, in the aircraft, provide LIFUS or take-off and landing training, as applicable, under the supervision of a TRI that is nominated for that purpose by the ATO~~additional specific training before conducting landing training. That training in the FSTD shall include training for emergency procedures related to the aircraft.~~

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SECTION 4

Specific requirements for the class rating instructor — CRI

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 that 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.

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SECTION 5***Specific requirements for the instrument rating instructor — IRI*****FCL.905. IRI IRI — Privileges and conditions**

- (a) The privileges of IRIs are to instruct for the issue, revalidation and renewal of a BIR and an IR in 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 [point FCL.905. IRI\(b\)\(2\)](#) may be replaced by the completion of the course provided for in ~~paragraph~~ [point FCL.905.FI\(jk\)\(3\)](#).

FCL.915. IRI IRI — Prerequisites

Applicants for an IRI certificate shall:

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- (b) for an IRI(H):
 - (1) to provide training in FSTDs during an approved training course at an ATO, have completed at least 125 hours of flight time under IFR after the issuance of the IR, of which at least 65 hours shall be instrument flight time in helicopters;
 - (2) to provide training in a helicopter, 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
 - (3) ~~to apply for an IR(H) for multi-engine helicopters, meet the requirements of point FCL.905.FI(h)(2);~~ [when seeking privileges to provide training in multi-engine helicopters, meet the requirements of points FCL.910.TRI\(c\)\(1\) and FCL.915.TRI\(d\)\(2\);](#)
- (c) Applicants for an IRI(As) certificate shall have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.

FCL.930. IRI IRI — Training course

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- (b) Flight instruction shall be given by an FI qualified in accordance with [FCL.905.FI\(i\)](#).

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SECTION 6*Specific requirements for the synthetic flight instructor — SFI***FCL.905.SFI SFI — Privileges and conditions**

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- (d) The privileges of SFIs for helicopters are to carry out synthetic flight instruction for:
- (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) MCC training, [provided that they have at least 350 hours as a pilot in multi-pilot operations in any aircraft category](#) ~~if SFIs have privileges to instruct for multi-pilot helicopters.~~
- (e) The privileges of an SFI include privileges to conduct EBT practical assessment at an EBT operator, provided that the instructor complies with the requirements of CAR-OPS [for EBT instructor standardisation at that EBT operator.](#)

FCL.910.SFI SFI — Restricted privileges

The privileges of SFIs shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.

[Unless otherwise specified in the OSD, to extend the privileges of SFIs](#) ~~The privileges may be extended to other FSTDs representing further types of the same category of aircraft, SFIs shall have if the holders have:~~

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FCL.915.SFI SFI — Prerequisites

An applicant for an SFI certificate shall:

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- (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 of flying experience as a pilot ~~on~~ [in helicopters, including at least 350 hours as a pilot on multi-pilot helicopters operations in any aircraft category;](#)
 - (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;
 - (5) [in the case of single-pilot helicopters in multi-pilot operations, completed at least 350 hours in multi-pilot operations in any aircraft category.](#)

FCL.930.SFI SFI — Training course

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(b) An applicant for an SFI certificate who:

(1) holds a TRI certificate for the relevant type shall be fully credited towards the requirements of ~~this paragraph~~ point (a);

(2) holds or has held an instructor certificate shall be fully credited towards the requirement of point (a)(3).

SECTION 7***Specific requirements for the multi-crew cooperation instructor — MCCI***

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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, of which at least 350 hours in the appropriate aircraft category;
- (2) in the case of helicopters, 1 000 hours of flying experience as a pilot in multi-~~crew-pilot~~ operations, of which at least 350 hours in ~~multi-pilot~~ helicopters.

.....

SUBPART K

EXAMINERS

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SECTION 2*Specific requirements for flight examiners — FE***FCL.1005.FE FE — Privileges and conditions**

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(d) FE(G). The privileges of an FE for gyroplanes are to conduct skill tests and proficiency checks for the GPL and for associated privileges for gyroplane classes and types, provided that the FE has completed at least 500 hours of flight time as a pilot on gyroplanes, including at least 100 hours of flight instruction, of which up to 40 hours may be flight instruction conducted as FI(A) or FI(H).

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SECTION 3*Specific requirements for type rating examiners — TRE***FCL.1005.TRE TRE — Privileges and conditions**

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(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);

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FCL.1010.TRE TRE — Prerequisites

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(b) TRE(H). Applicants for a TRE (H) certificate for helicopters shall:

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(6) Before the privileges of a TRE(H) are extended from single-pilot ~~multi-engine operations~~ to multi-pilot ~~multi-engine privileges~~ operations on the same type of helicopter, the holder shall have either:

(i) at least 100 hours in multi-pilot operations on this type; or

(ii) at least 350 hours in multi-pilot operations in any aircraft category.

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SECTION 6

Specific requirements for Synthetic Flight Examiner — SFE

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FCL.1010.SFE SFE — Prerequisites

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(b) SFE(H)

Applicants for an SFE(H) certificate shall comply with all of the following conditions:

- (1) hold or have held an ATPL(H), and a type rating for the applicable type of helicopter;
- (2) hold an SFI(H) certificate for the applicable type of helicopter;
- (3) in the case of multi-pilot helicopters, have at least 1000 hours of flight time as pilots of multi-pilot helicopters;
- (4) in the case of single-pilot helicopters in multi-pilot operations, have completed at least 350 hours in multi-pilot operations in any aircraft category;
- (5) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(H) or an SFI(H) on the applicable type.

SECTION 7*Specific requirements for the flight instructor examiner — FIE***FCL.1005.FIE FIE — Privileges and conditions**

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- (c) FIE(As) and FIE(G). The privileges of an FIE on airships and gyroplane are to conduct assessments of competence for the issue, revalidation, or renewal of instructor certificates in the applicable aircraft category of airships, provided that the relevant instructor certificate is held.

FCL.1010.FIE FIE — Prerequisites

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- (d) FIE(G). Applicants for an FIE certificate for gyroplanes shall:
- (1) hold an FI(G) instructor certificate;
 - (2) have completed 1 000 hours of flight time as a pilot on gyroplanes; and
 - (3) have completed at least 100 hours of flight time instructing applicants for an FI(G) certificate. In the case of applicants holding a FIE(A) or FIE(H) certificate, this requirement is reduced to 50 hours.

*Appendix 1****Crediting of theoretical knowledge*****A. CREDITING OF THEORETICAL KNOWLEDGE FOR THE ISSUE OF A PILOT LICENCE —
BRIDGE INSTRUCTION AND EXAMINATION REQUIREMENTS****1. ~~LAPL and~~ PPL and GPL**

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1.3. For the issue of a PPL, the holder of an LAPL in the same category of aircraft shall be fully credited towards the requirements of theoretical knowledge instruction and examination. That credit shall also apply to applicants for a PPL who have already successfully completed the theoretical knowledge examination for the LAPL in the same aircraft category, as long as it is within the validity period specified in point FCL.025(c).

1.4. By way of derogation from point 1.2, for the issue of an LAPL(A), the holder of an SPL with privileges to fly TMGs shall demonstrate an adequate level of theoretical knowledge for the ~~single-engine piston~~SEP aeroplane-land class in accordance with point FCL.135.A(a)(2).

1.5. For the issue of a GPL, the holder of a pilot licence for aeroplanes or helicopters in accordance with this Regulation shall be credited in full towards the theoretical knowledge instruction and examination requirements in the following subjects:

(a) Air law and ATC procedures,

(b) Human performance,

(c) Meteorology,

(d) Communications,

(e) Navigation.

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 ATO according to the differences identified between the CPL syllabi for different aircraft categories.

2.2. The applicant shall pass theoretical knowledge examinations as set out defined in this Regulation for the following subjects in the appropriate aircraft category:

021 — Aircraft general knowledge: airframe and systems, electrics, power plant, emergency equipment;

022 — Aircraft general knowledge: instrumentation;

032/034 — Performance aeroplanes or helicopters, as applicable;

070 — Operational procedures;

~~080~~081/082 — Principles of flight for aeroplanes or helicopters, as applicable.

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.

[2.4. Applicants for a CPL that have passed the relevant theoretical knowledge examinations for an IR in the same category of aircraft are credited towards the theoretical knowledge requirements in the communications subject.](#)

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. Applicants shall pass theoretical knowledge examinations as defined in this Regulation for the following subjects in the appropriate aircraft category:

021 — Aircraft general knowledge: airframe and systems, electrics, power plant, emergency equipment;

022 — Aircraft general knowledge: instrumentation;

032/034 — Performance aeroplanes or helicopters, as applicable;

070 — Operational procedures;

~~080~~[081/082](#) — Principles of flight [for aeroplanes or helicopters, as applicable.](#)

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4. IR

4.1. Applicants for an IR, or for a BIR, who have passed the relevant theoretical examinations for a CPL in the same aircraft category, shall be credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance,

- Meteorology

- [Communication.](#)

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Appendix 3

Training courses for the issue of a CPL and an ATPL

I. CPL/IR integrated course — Helicopters

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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.

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Appendix 4

Skill test for the issue of a CPL

B. Content of the skill test for the issue of a CPL — Aeroplanes

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CONTENT OF THE TEST

- 5. Items in Section 2(c) and (e)(iv), [Section 3\(g\)](#), and the whole of Sections 5 and 6 may be performed in an FNPT II or an FFS. [The examiner may decide not to perform items in Section 6\(d\)](#).

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.

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SECTION 3 — EN-ROUTE PROCEDURES

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g	Tracking, positioning (NDB or VOR, or track between waypoints), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
h	Implementation of diversion plan to alternate aerodrome (visual flight)

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SECTION 6 — SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS

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d	Engine shut-down and restart (if selected by the examiner)
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Appendix 6

Modular training courses for the IR

B. IR(H) — Modular flying training course

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FLYING TRAINING

7. An ~~single-engine~~ IR(H) course shall comprise at least ~~50~~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 ~~35~~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 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.~~
- ~~98.1.~~ Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours.
- ~~98.2.~~ The holder of an IR(A) may have the amount of training required reduced to 10 hours.
- ~~98.3.~~ 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.
- ~~109.~~ The flying exercises up to the IR(H) skill test shall comprise:

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Appendix 8

Cross-crediting of the IR part of a class or type rating proficiency check or EBT practical assessment

A. Aeroplanes

Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot single-engine and single-pilot multi-engine aeroplanes, as appropriate.

<p>If a skill test, or a proficiency check <u>or EBT practical assessment</u> including IR is performed, and holders have a valid:</p>	<p>Credit is valid towards the IR part in a proficiency check for:</p>
<p>MPA type rating; Single-pilot high-performance complex aeroplane type rating</p>	<p>SE class rating (*), and SE type rating (*), and SP ME class or type rating except for high-performance complex type ratings, only credits for Section 3B of the proficiency check in point B.5 of Appendix 9 <u>(*)</u></p>

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B. Helicopters

Credits shall be granted only if holders are revalidating or renewing IR privileges for ~~single-engine and single-pilot multi-engine~~ helicopters, as appropriate.

<p>If a skill test or a proficiency check, including IR, is performed and the holders have a valid:</p>	<p>Credit is valid towards the IR part in a proficiency check for:</p>
<p>Multi-pilot helicopter (MPH) type rating</p>	<p><u>Single-pilot helicopter (SPH) of the same type, including privileges for single-pilot operations (*)</u> SE type rating (*); and SP-ME type-rating (*).</p>
<p><u>Single-pilot helicopter (SPH) ME type rating, in multi-pilot operations</u> as single-pilot</p>	<p><u>Privileges for single-pilot operations in the same type (*)</u> SE type rating (*); and SP-ME type-rating (*).</p>

<p>SP-ME type rating, restricted to multi-pilot operation</p>	<p>SE type rating (*); and SP-ME type rating (*).</p>
<p>SP-SE type rating, operated as single-pilot</p>	<p>SP-SE type rating, operated as single-pilot</p>

(*) Provided that within the preceding 12 months at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (~~could~~ which may be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.



Appendix 9

*Training, skill test and proficiency check for the MPL, and the ATPL, and for type and class ratings, and proficiency checks for the BIR and the IR***A. General**

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.
 - 1a. Training in FFS in accordance with points 1b and 1c of this Section shall be complemented with take-off and landing training in a single-pilot aircraft operated in single-pilot or multi-pilot operations, or in a multi-pilot aircraft, as applicable, in accordance with point 17 of this Section, unless the training is completed in accordance with point FCL.730.A or constitutes training for cruise relief co-pilots in accordance with Section B, point 6(i), of this Appendix.
 - 1b. The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.
 - 1c. The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in either of the following:
 - (a) an available and accessible FFS, or in a combination of such FFS and FSTD(s);
 - (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; ~~or~~
 - (c) the aircraft if no FSTD is available or accessible.
 - 1d. By way of derogation from point 1c, the training, skill test or proficiency check for class or type ratings for non-complex SPA and for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible.
 - 1e. By way of derogation from point 1c, the training, skill test or proficiency check for any of the following may be conducted in accordance with points 1c(a), (b) or (c), irrespective of the availability and accessibility of FFS or FSTD:
 - (a) non-complex non-high-performance single-pilot aeroplanes;
 - (b) TMGs;
 - (c) non-complex helicopters for which the maximum certified seat configuration does not exceed five seats.
 - 1f. If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

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SPECIFIC REQUIREMENTS FOR THE TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR TYPE RATINGS FOR MULTI-PILOT AIRCRAFT ~~TYPE RATINGS~~, FOR SINGLE-PILOT AIRCRAFT AEROPLANE TYPE RATINGS WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR THE MPL AND FOR THE ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot ~~aeroplane~~-aircraft when operated in multi-pilot operations shall be performed in a multi-~~crew~~-pilot environment. Another applicant or another type rated qualified pilot may function as the second pilot. If an aircraft is used, the

second pilot shall be the examiner or an instructor.

14. Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. Applicants for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. Applicants 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~~ aircraft extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:
 - (a) managing crew cooperation;
 - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
 - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
16. The test or check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When their type rating course has included less than 2 hours of flight training in the aircraft, applicants shall, before or after the skill test, ~~may be conducted in an FFS and may be completed before the~~ flight training in the aircraft.

~~The~~ Such approved flight training shall include take-off and landing manoeuvres and shall be performed by a qualified instructor under the responsibility of:

- (a) an ATO; or
- (b) an organisation holding an AOC and specifically approved for such training; or
- (c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the CAA.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the CAA before the new type rating is entered in the applicants' licence.

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B. Specific requirements for the aeroplane category

PASS MARKS

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2. In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. ~~Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do 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, applicants shall pass the Section 6 on the appropriate type of aircraft.~~

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CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high-performance complex aeroplanes

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- (g) To exercise the privileges of a class or type rating in accordance with point FCL.725(d) or (da), pilots that are already entitled to operate the relevant class or type of aeroplane in ~~If privileges for multi-pilot operations in accordance with point FCL.725(d) or (da), pilots that are already entitled to operate the relevant class or type of aeroplane in are sought for the first time, pilots holding privileges for~~ single-pilot operations shall meet the following conditions:
- (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an organisation that is specified in point FCL.725(d)(1)(i) ATO; ~~and~~
 - (2) pass a proficiency check in multi-pilot operations.
- (h) To exercise the privileges of a type rating in accordance with point FCL.725(d), pilots that are already entitled to operate the relevant type of aeroplane in ~~If privileges for single-pilot operations in accordance with point FCL.725(d), pilots that are already entitled to operate the relevant type of aeroplane in are sought for the first time, pilots holding privileges for~~ multi-pilot operations shall be trained at an organisation that is specified in point FCL.725(d) (1)(i) ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:
- (1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; ~~and~~
 - (2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.
- (i) Pilots that are entitled to exercise the privileges of a class or type rating in ~~holding privileges for~~ both single-pilot and multi-pilot operations in accordance with points (g) and (h) may ~~revalidate~~ maintain privileges for both ~~types~~ forms of operations by completing either of the following:
- (1) two proficiency checks, one in single-pilot operations and one in multi-pilot operations;
 - (2) a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.
- Proficiency checks for the revalidation or renewal of class ratings shall always include the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.
- (j) To remove a restriction to multi-pilot operations from a single-pilot aeroplane type rating in accordance with point FCL.725(d)(2), pilots shall comply with point (h) ~~If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).~~

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- (l) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the ~~first paragraph~~~~subparagraph above~~, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may ~~does~~ not include ~~an~~ RNP APCH exercise. equipped for RNP APCH manoeuvres, the proficiency check may not include RNP APCH exercises. In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.

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6. Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes

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- (h) To remove a restriction to multi-pilot operations in accordance with point FCL.725(d)(2) from a single-pilot high-performance complex aeroplane type rating, pilots shall complete ~~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, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4~~ in single-pilot operation ~~have to be completed in addition as single-pilot.~~
- (i) Applicants for and holders ~~In the case~~ of a restricted type rating issued in accordance with FCL.720.A(c), ~~applicants~~ shall complete training, skill tests and proficiency checks in accordance with this Appendix. However, unless they undergo a skill test in accordance with point FCL.720.A(c)(3), they shall, during a skill test or a proficiency check, perform at least the landing manoeuvres in the role of the pilot monitoring but shall not be required to perform the following: ~~fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.~~
- (1) take-off manoeuvres;
 - (2) landing manoeuvres in the role of the pilot flying.
- (j) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the ~~first paragraph~~~~subparagraph above~~, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may ~~does~~ not include an RNP APCH exercise. In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					

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SECTION 5

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5.6. Landing with two engines inoperative:	P	X		M	
<ul style="list-style-type: none"> — aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and — aeroplanes with four engines: two engines at one side 				FFS only (skill test only)	

General remarks:
~~Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.~~

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed

SECTION 6

<p>Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CATII/III)</p> <p>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.</p>					
<p>6.1* Rejected take-off at minimum authorised runway visual range (RVR)</p>	<p>P* →</p>	<p>→ X</p> <p>An aeroplane shall not be used for this exercise</p>		<p>M*</p>	

<p>6.2* CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed.</p>	<p>P →</p>	<p>→</p>		<p>M</p>	
<p>6.3* Go around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.</p>	<p>P →</p>	<p>→</p>		<p>M*</p>	
<p>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES</p>	<p>PRACTICAL TRAINING</p>			<p>ATPL/MPL/TYPE-RATING SKILL TEST OR PROF. CHECK</p>	
<p>Manoeuvres/procedures</p>	<p>FSTD</p>	<p>A</p>	<p>Instructor initials when training-completed</p>	<p>Tested or checked in FSTD or A</p>	<p>Examiner initials when test or check-completed</p>
<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>P →</p>	<p>→</p>		<p>M</p>	

~~NOTE: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.~~

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C. Specific requirements for the helicopter category

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MULTI-PILOT HELICOPTERS

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<p>SINGLE/MULTI-PILOT HELICOPTERS</p>	<p>PRACTICAL TRAINING</p>	<p>SKILL TEST OR PROFICIENCY CHECK</p>
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Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
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SECTION 2 — Flight manoeuvres and procedures

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2.6.1	<p>For single-engine helicopters (SEH):</p> <p>— autorotative landing; or</p> <p>— power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor.</p> <p>‡For multi-engine helicopters (MEH):</p> <p>— power recovery.</p>	P	— →		M	
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SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC)

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5.4.1	<p>Manually, without flight director.</p> <p>Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).</p>	P*	— →*		M*	<p>(unless Exercise 5.4.2 is completed)</p>
5.4.2	<p>Manually, with flight director</p>	P*	— →*		M*	<p>(unless Exercise 5.4.1 is completed)</p>

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SINGLE-PILOT HELICOPTERS

13. To exercise the privileges of the type rating in accordance with point FCL.725(d), applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:

(a) for single-pilot operations, complete the skill test or proficiency check in single-pilot

operations;

(b) in multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations;

(c) for both single-pilot and multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations and, additionally, the following manoeuvres and procedures in single-pilot operations:

(1) for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;

(2) for multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;

(3) for IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 are met;

(d) in order to remove a restriction to multi-pilot operations from a single-pilot helicopter type rating, in accordance with point FCL.725(d)(2), complete a proficiency check that includes the manoeuvres and procedures referred to in points (c)(1) or (c)(2), as applicable.

D. Specific requirements for the powered-lift aircraft category

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CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbol means:

P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable

5. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

6. The following abbreviations are used to indicate the training equipment used:

FFS = 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 pass 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 pass Sections 1 to 5 and, if applicable, Section 6 and/or Section 7.~~

~~(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.~~

6a. 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.

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POWERED-LIFT AIRCRAFT CATEGORY	PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
					Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
Manoeuvres/procedures	OTD	FTD	FFS	PL			

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~~SECTION 6 – Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)~~

6	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (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.							
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POWERED-LIFT AIRCRAFT CATEGORY	Manoeuvres/procedures	PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
		OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL	Examiner's initials when test completed
6.1	Rejected take off at minimum authorised RVR		P	→			M*	
6.2	ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard operating procedures (SOPs) of crew coordination shall be observed.		P	→	→		M*	

6.3	<p>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>		P	—>	—>		M*	
6.4	<p>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*	
SECTION 7.6 — Optional equipment								
7.6	Use of optional equipment		P	—>	—>			

E. Specific requirements for the airship category

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CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbol means:

P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.

5. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

6. The following abbreviations are used to indicate the training equipment used:

- FFS = full-flight simulator
- FTD = flight training device
- OTD = other training device
- As = airship

~~(a) Applicants for the skill test for the issue of the airship shall pass Sections 1 to 5 and, if applicable, Section 6.~~

~~(b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall pass Sections 1 to 5 and, if applicable Section 6.~~

~~(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.~~

6a. 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.

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AIRSHIP CATEGORY	PRACTICAL TRAINING					SKILL TEST OR PROFICIENCY CHECK	
					Instructor's initials when training completed	Checked in	Examiner's initials when test completed
Manoeuvres/procedures	OTD	FTD	FFS	As		FFS As	

SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)

6	<p>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III).</p> <p>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.</p>						
6.1	<p>Rejected take off at minimum authorised RVR</p>		P	→			M [±]
6.2	<p>IIS approaches:</p> <p>in simulated instrument flight conditions down to the applicable DH, using flight guidance system. SOPs of crew coordination shall be observed.</p>		P	→			M [±]
6.3	<p>Go around</p> <p>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, 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>		P	→			M [±]
6.4	<p>Landing(s):</p> <p>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 [±]

SECTION 7-6 — Optional equipment

7.6	Use of optional equipment		P	→			
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Appendix 12

**CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY FOREIGN COUNTRIES
(ICAO MEMBER STATES)****A. VALIDATION OF LICENCES****Conditions for validation of pilot licenses for specific tasks of limited duration.**

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2. The privileges of the holder will be limited by the CAA to performing flight instruction and testing for initial issue of class/type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights, as appropriate to the tasks foreseen under this paragraph.

Note : Validation of licence has the same meanings as rendering valid a foreign licence.

B. CONVERSION OF LICENCES**Conditions for conversion of licences**

1. A PPL, CPL, MPL or an ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by an ICAO contracting State ~~a foreign country~~ may be converted into a CAR-FCL license with a class or type rating by the CAA for use on aircraft registered in the Oman provided that the applicant complies with the minimum requirements for the relevant aircraft category.
 - ~~(a) Employed by Omani Operator to operate aircraft registered in Oman with the exception of Omani nationals and foreign license conversion to PPL.~~
 - (ba) Hold a current and valid pilot license issued by ICAO Contracting State in accordance with ICAO Annex 1 to include:
 - (1) Valid type/class/instrument rating(s) (as applicable).
 - (2) Valid English language proficiency as specified in Annex 1 issued in accordance with the State of license procedures.
 - (3) Valid medical certificate issued in accordance with the State of license procedures. The foreign medical certificate shows an appropriate class corresponding to the licence held and is valid for the privileges of the licence.
 - (eb) Fulfil the requirements for the issue of the relevant licenses and ratings, in accordance with CAR-FCL.
 - (ec) Pass a written examination in Air Law.
 - (de) Obtain a medical certificate, as required and issued in accordance with CAR-FCL3.
 - (ef) Demonstrate language proficiency in accordance with FCL.055.
 - (fg) Pass the applicable skill test in accordance with CAR-FCL. The skill test may also be based on a new class or type that shall be in accordance with Subpart H of this Regulation.
2. CAA will convert only those ratings or authorizations endorsed on the foreign licence that it considers appropriate.

C. ACCEPTANCE OF CLASS AND TYPE RATINGS

Conditions for acceptance of class and type ratings

A ~~valid~~ class or type rating contained in a licence issued by [an ICAO contracting State](#) ~~a foreign country~~ may be inserted in a licence issued in accordance with CAR-FCL, provided that the applicant:

- (a) Fulfil the requirements for the issue of the relevant type or class rating in accordance with CAR-FCL;
- (b) Passes the relevant skill test for the issue of the applicable type or class rating in accordance with CAR-FCL;
- (c) [In case of expired class rating at the date of application, a refresher training for relevant class rating shall be undertaken at an CAA Oman approved ATO.](#)
- (d) [In case of expired type rating at the date of application, a refresher training shall be undertaken at an CAA Oman approved ATO.](#)

D. ACCEPTANCE OF INSTRUCTOR PRIVILEGE

Conditions for acceptance of instructor rating / certificate / authorisation

1. A valid instructor rating/certificate/authorisation contained in a valid licence issued by a foreign country may be endorsed on a licence issued in accordance with CAR-FCL, provided that:
 - (a) Applicant is employed by Approved Training Organization (ATO) [or CAT Operator with a valid AOC issued in the Sultanate of Oman](#) to provide flight instruction in aircraft and/or flight synthetic training device (FSTD) ;
 - (b) Pass the relevant assessment of competence in accordance with CAR-FCL.935, except for STI and MCCI;
 - (c) For STI certificate, applicants shall, within the period of 12 months immediately preceding the application, have conducted at least 3 hours of flight instruction in an FSTD, as part of a complete CPL, IR, PPL or class or type rating course;
 - (d) For MCCI certificate, applicants shall, within the period of 12 months immediately preceding the application have, conducted at least 3 hours of flight instruction on the relevant FNPT II/III MCC, FTD 2/3 or FFS;
2. The CAA will endorse only those instructor rating/certificate/authorization issued by foreign country that it considers appropriate to the ATO's [or the CAR Operator's](#) approved training program.

Attachment 2

Comment Response Document

CAR-FCL Rev.03

Stakeholder: [Click or tap here to enter text](#)

# ID	CARs Reference	Subject/ Comment (s)	CAA Response
1			<input type="checkbox"/> Not Accepted <input type="checkbox"/> Accepted <input type="checkbox"/> Partially accepted <input type="checkbox"/> Noted Justification (if any):
2			<input type="checkbox"/> Not Accepted <input type="checkbox"/> Accepted <input type="checkbox"/> Partially accepted <input type="checkbox"/> Noted Justification (if any):
3			<input type="checkbox"/> Not Accepted <input type="checkbox"/> Accepted <input type="checkbox"/> Partially accepted <input type="checkbox"/> Noted Justification (if any):
4			<input type="checkbox"/> Not Accepted <input type="checkbox"/> Accepted <input type="checkbox"/> Partially accepted <input type="checkbox"/> Noted Justification (if any):
5			<input type="checkbox"/> Not Accepted <input type="checkbox"/> Accepted <input type="checkbox"/> Partially accepted <input type="checkbox"/> Noted Justification (if any):