

**SECTION 1 – REQUIREMENTS**

1        *GENERAL*

This section contains the Requirements for Flight Crew Licensing.

2        *PRESENTATION*

2.1        [Each page is identified by the date of issue and the Amendment number under which it is amended or reissued.]

2.2        Sub-headings are italic typeface.

2.3        [New, amended and corrected text will be enclosed within heavy brackets until a subsequent amendment is issued.]

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## SUBPART A – GENERAL REQUIREMENTS

**JAR–FCL 1.001 Definitions and Abbreviations**

(See IEM FCL 1.001)

*[Aeroplane required to be operated with a co-pilot.]*

A type of aeroplane that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.]

*[Airmanship.]*

The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.]

*[Category (of aircraft):]*

Categorisation of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

*[Competency.]*

A combination of skills, knowledge and attitude required to perform a task to the prescribed standard.]

*[Completeness element.]*

An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.]

*[Competency unit.]*

A discrete function consisting of a number of competency elements.]

*[Conversion (of a licence):]*

The issue of a JAR–FCL licence on the basis of a licence issued by a non-JAA State.

*[Co-pilot:]*

“Co-pilot” means a pilot operating other than as pilot-in-command, an aircraft for which more than one pilot is required under the list of types of aeroplanes (see Appendix 1 to JAR-FCL 1.220) or the type certification of the aircraft, or the operational regulations under which the flight is conducted, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

*[Credit.]*

Recognition of alternative means or prior qualifications.]

*[Cross-Country.]*

A flight between a point of departure and a point of arrival following a pre –planned route using standard navigation procedures.]

JAR-FCL 1.001 (continued)

*Dual instruction time:*

Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

*[Error.]*

An action or inaction by the flight crew that leads to deviations from organizational or flight intentions or expectations.]

*[Error management.]*

The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.]

*Flight Engineer:*

A Flight Engineer is a person who complies with the requirements in JAR-FCL (also in Section 2).

*Flight time:*

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.

*Instrument time:*

Instrument flight time or instrument ground time.

*Instrument flight time:*

Time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

*Instrument ground time:*

Time during which a pilot is receiving instruction in simulated instrument flight in synthetic training devices (STDs).

*Multi-crew co-operation:*

The functioning of the flight crew as a team of co-operating members led by the pilot-in-command.

*Multi-pilot aeroplanes:*

Aeroplanes certificated for operation with a minimum crew of at least two pilots.

*Night:*

The period between the end of evening civil twilight and the beginning of morning civil twilight, or such other period between sunset and sunrise as may be prescribed by the appropriate Authority.

JAR-FCL 1.001 (continued)

*Other training devices:*

Training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.

*[Performance criteria.*

A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.]

*[Pilot-in-command under supervision.*

Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the Authority.]

*Private pilot:*

A pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given.

*Professional pilot:*

A pilot who holds a licence which permits the piloting of aircraft in operations for which remuneration is given.

*Proficiency checks:*

Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require.

*Rating:*

An entry in a licence stating special conditions, privileges or limitations pertaining to that licence.

*Renewal (of e.g. a rating or approval):*

The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfilment of specified requirements.

*Revalidation (of e.g. a rating or approval):*

The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfilment of specified requirements.

JAR-FCL 1.001 (continued)

*Route sector:*

A flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

*Single-pilot aeroplanes:*

Aeroplanes certificated for operation by one pilot.

*Skill tests:*

Skill tests are demonstrations of skill for licence or rating issue, including such oral examination as the examiner may require.

*Solo flight time:*

Flight time during which a student pilot is the sole occupant of an aircraft.

*Student pilot-in-command (SPIC):*

Flight time during which the flight instructor will only observe the student acting as pilot-in-command and shall not influence or control the flight of the aircraft.

*[Threat.*

Events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.]

*[Threat management.*

The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.]

*Touring Motor Glider (TMG):*

A motor glider having a certificate of airworthiness issued or accepted by a JAA Member State having an integrally mounted, non-retractable engine and a non-retractable propeller plus those listed in Appendix 1 to JAR-FCL 1.215.

It shall be capable of taking off and climbing under its own power according to its flight manual.

*Type (of aircraft):*

All aircraft of the same basic design, including all modifications except those modifications which result in a change of handling, flight characteristics or flight crew complement.

For abbreviations see IEM FCL 1.001.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03; Amdt.7, 01.12.06]

JAR-FCL 1.005 (continued)

**JAR-FCL 1.005 Applicability [for controlled implementation]**

(See Appendix 1 to JAR-FCL 1.005)

(See AMC FCL 1.005 &amp; 1.015)

[(See JAR-FCL 1.010(a)(4))]

**(a) General**

(1) The requirements set out in JAR-FCL shall apply to all arrangements made for training, testing and applications for the issue of licences, ratings, authorisations, approvals or certificates received by the Authority from 1 July 1999.

(2) Whenever licences, ratings, authorisations, approvals or certificates are mentioned in JAR-FCL, these are meant to be licences, ratings, authorisations, approvals or certificates issued in accordance with JAR-FCL. In all other cases these documents are specified as e.g. ICAO or national licences.

(3) Whenever a reference is made to JAA Member State for the purpose of mutual recognition of licences, ratings, authorisations, approvals or certificates, this means JAA full Member State.

(4) All synthetic training devices mentioned in JAR-FCL substituting an aircraft for training purposes are to be device qualified in accordance with JAR-STD and user approved in accordance with JAR-FCL by the Authority for the exercises to be conducted.

(5) Whenever a reference is made to aeroplanes this does not include microlights as defined nationally, unless otherwise specified.

(6) A licence issued on the basis of training performed outside a JAA Member State, except training performed according to JAR-FCL 1.055(a)(1), shall have an entry to limit the privileges to aircraft registered in the State of licence issue.

(7) Rating(s) issued on the basis of training performed outside a JAA Member State except training performed according to JAR-FCL 1.055(a)(1), shall be limited to aircraft registered in the State of licence issue.

**(b) Transitional arrangements**

(1) Training commenced prior to 1 July 1999 according to national regulations will be acceptable for the issue of licences or ratings under national regulations provided that training and testing is completed before 30th June 2002 for the applicable licence or rating.

(2) Licences and ratings, authorisations, approvals or medical certificates issued in accordance with the national regulations of JAA Member States before 1 July 1999 or issued in accordance with paragraph (1) above, shall continue to be valid with the same privileges, ratings and limitations, if any, provided that after 1 January 2000 all requirements for revalidation or renewal of such licences or ratings, authorisations, approvals or medical certificates shall be in accordance with the requirements of JAR-FCL, except as specified in sub paragraph (4).

(3) Holders of a licence issued in accordance with the national regulations of a JAA Member State before 1 July 1999 or in accordance with (b)(1) above, may apply to the State of licence issue for the issue of the equivalent licence specified in JAR-FCL 1 (Aeroplane) which extends the privileges to other States as set out in JAR-FCL 1.015(a)(1). For the issue of such licences, the holder shall meet the requirements set out in Appendix 1 to JAR-FCL 1.005.

(4) Holders of a licence issued in accordance with the national regulations of a JAA Member State who do not fully meet the Section 1 requirements of JAR-FCL 3 (Medical) shall be permitted to continue to exercise the privileges of the national licence held.

**[(5) A. The Authorities of the JAA Member States shall, if applicable:**

(i) Include a Language Proficiency endorsement in accordance with JAR-FCL 1.010(a)(4) in all new and re-issued licences. A pilot may have an endorsement for more than one language (see the Note in FCL 1.010(a)(4));

(ii) Prior to 5 March 2008, introduce a procedure so that existing licences have a Language Proficiency endorsement included in accordance with JAR-FCL 1.075(a)(2)(XIII).

JAR-FCL 1.005(b) (continued)

*B. Holders of licences prior to 5 March 2008:*

Based on existing assessment methods, the Authority may make a language proficiency endorsement at level 4 (operational level) for licence holders with a radiotelephony operator certificate in English and other language, as appropriate.]

*(c) Continuation of examiners holding national authorisations.*

Examiners holding national authorisations prior to implementation date, may be authorised as JAR-FCL 1 (Aeroplane) examiner provided that they have demonstrated a knowledge of JAR-FCL and JAR-OPS to the Authority. The authorisation will be for a maximum of 3 years. Thereafter re-authorisation will be subject to completion of the requirements set out in JAR-FCL 1.425(a) and (b).

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.7, 01.12.06]

**JAR-FCL 1.010 Basic authority to act as a flight crew member**

[(See Appendix 1 to JAR-FCL 1.010)

(See Appendix 2 to JAR-FCL 1.010)

(See AMC No. 1 to JAR-FCL 1.010)]

*(a) Licence and rating*

(1) A person shall not act as a flight crew member of a civil aeroplane registered in a JAA Member State unless that person holds a valid licence and rating complying with the requirements of JAR-FCL and appropriate to the duties being performed, or an authorisation as set out in JAR-FCL 1.085 and/or 1.230. The licence shall have been issued by:

(i) a JAA Member State; or

(ii) another ICAO Contracting State and rendered valid in accordance with JAR-FCL 1.015(b) or (c).

(2) Pilots holding national motor gliders licences/ratings/authorisations are also permitted to operate touring motor gliders under national regulations.

(3) Pilots holding a restricted national private pilot's licence are permitted under national regulations to operate aeroplanes registered in the State of licence issue within that State's airspace.

JAR-FCL 1.010(a) (continued)

[(4) From 5 March 2008, applicants for a licence and licence holders who are required to use the radio telephone shall demonstrate the ability to speak and understand the language used for radiotelephony communications in accordance with Appendix 1 to JR-FCL 1.010. The language proficiency required must be at least Operational Level (level 4) of the ICAO Language Proficiency Rating (see Appendix 2 to JAR-FCL 1.010 and AMC No. 1 to JAR-FCL 1.010).

Note: These provisions refer to ICAO Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practise, therefore, there will be situations whereby a licence holder will only need to speak the language normally used by the station on the ground.]

(b) *Exercise of privileges.* The holder of a licence, rating, or authorisation shall not exercise privileges other than those granted by that licence, rating, or authorisation.

*(c) Appeals, Enforcement*

(1) A JAA Member State may at any time in accordance with its national procedures act on appeals, limit privileges, or suspend or revoke any licence, rating, authorisation, approval or certificate it has issued in accordance with the requirements of JAR-FCL if it is established that an applicant or a licence holder has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State of licence issue.

(2) If a JAA Member State establishes that an applicant or licence holder of a JAR-FCL licence issued by another JAA Member State has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State in which an aircraft is being flown, the JAA Member State shall inform the State of licence issue and the Licensing Division of the JAA Headquarters. In accordance with its national law, a JAA Member State may direct that in the interest of safety an applicant or licence holder it has duly reported to the State of licence issue and the JAA for the above reason may not pilot aircraft registered in that State or pilot any aircraft in that State's airspace.

[Amdt. 1, 01.06.00; Amdt.7, 01.12.06]

**JAR-FCL 1.015 Acceptance of licences, ratings, authorisations, approvals or certificates**

(See Appendix 1 to JAR-FCL 1.015)

(See Appendix 2 to JAR-FCL 1.015)

(See Appendix 3 to JAR-FCL 1.015)

(See AMC FCL 1.005 & 1.015)

**(a) Licences, ratings, authorisations, approvals or certificates issued by JAA Member States**

(1) Where a person, an organisation or a service has been licensed, issued with a rating, authorisation, approval or certificate by the Authority of a JAA Member State in accordance with the requirements of JAR-FCL and associated procedures, such licences, ratings, authorisations, approvals or certificates shall be accepted without formality by other JAA Member States.

(2) Training performed after 8th October 1996 and in accordance with all the requirements of JAR-FCL and associated procedures shall be accepted for the issuance of JAR-FCL licence and ratings, provided that licences in accordance with JAR-FCL shall not be issued until after 30th June 1999.

**(b) Licences issued by non-JAA States**

(1) A licence issued by a non-JAA State may be rendered valid at the discretion of the Authority of a JAA Member State for use on aircraft registered in that JAA Member State in accordance with Appendix 1 to JAR-FCL 1.015.

(2) Validation of a professional pilot licence and a private pilot licence with instrument rating shall not exceed one year from the date of validation, provided that the basic licence remains valid. Any further validation for use on aircraft registered in any JAA Member State is subject to agreement by the JAA Member States and to any conditions seen fit within the JAA. The user of a licence validated by a JAA Member State shall comply with the requirements stated in JAR-FCL.

(3) The requirements stated in (1) and (2) above shall not apply where aircraft registered in a JAA Member State are leased to an operator in a non-JAA State, provided that the State of the operator has accepted

## JAR-FCL 1.015(b) (continued)

for the period of lease the responsibility for the technical and/or operational supervision in accordance with JAR-OPS 1.165. The licences of the flight crews of the non-JAA State operator may be validated at the discretion of the Authority of the JAA Member State concerned, provided that the privileges of the flight crew licence validation are restricted for use during the lease period only on nominated aircraft in specified operations not involving a JAA operator, directly or indirectly, through a wet lease or other commercial arrangement.

(4) In circumstances where validation of a non-JAA licensed pilot is requested to fulfill specific tasks of finite duration in accordance with Appendix 3 to JAR-FCL 1.015, the Authority may validate such a licence for those tasks without the holder meeting the requirements of Appendix 1 to JAR-FCL 1.015.

**(c) Conversion of a licence issued by a non-JAA State.**

(1) A professional pilot licence and/or IR issued by a non-JAA State may be converted to a JAR-FCL licence provided that an arrangement exists between the JAA and the non-JAA State. This arrangement shall be established on the basis of reciprocity of licence acceptance and shall ensure that an equivalent level of safety exists between the training and testing requirements of the JAA and the non-JAA State. Any arrangement entered into will be reviewed periodically, as agreed by the non-JAA State and the JAA. A licence converted according to such an arrangement shall have an entry indicating the non-JAA State upon which the conversion is based. Other Member States shall not be obliged to accept any such licence.

(2) A PPL(A), CPL(A) or ATPL(A) issued in accordance with ICAO Annex 1 may be converted to a JAR-FCL licence with a single-pilot aeroplane class/type ratings by complying with the requirements shown in Appendix 2 to JAR-FCL 1.015.

(d) When an Authority issues a licence which deviates from JAR-FCL, an endorsement shall be made on the licence, under item XIII.

[Amdt.2, 01.08.02; Amdt.3, 01.07.03; Amdt.4, 01.09.05]

### JAR-FCL 1.016 Credit given to a holder of a licence issued by a non-JAA State

(a) An applicant for a JAR-FCL licence and IR, if applicable, already holding at least an equivalent licence issued in accordance with ICAO Annex 1 by a non-JAA State shall meet all the requirements of JAR-FCL, except that the requirements of course duration, number of lessons and specific training hours may be reduced.

The Authority may be guided as to the credits to be granted on the basis of a recommendation from an appropriate training organisation.

(b) The holder of an ATPL(A) issued in accordance with ICAO Annex 1 who meets the 1 500 hours flying experience requirements on multi-pilot aeroplanes as PIC or co-pilot of Appendix 1 to JAR-FCL 1.015 may be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, if that licence contains a valid multi-pilot type rating for the aeroplane to be used for the ATPL(A) skill test.

[Amdt. 1, 01.06.00; Amdt. 2, 01.08.02]

### JAR-FCL 1.017 Authorisations/Ratings for special purposes

Authorisations/Ratings for special purposes associated with a licence (e.g. IMC flying, towing, aerobatics, dropping of parachutists, etc.) may be established by the Authority in accordance with the requirements of that JAA Member State for use solely within that Member State's airspace. The use of such an authorisation/rating in another JAA Member State's airspace requires the prior agreement of the State(s) visited, except where a bilateral agreement exists.

[Amdt.1, 01.06.00]

### JAR-FCL 1.020 Credit for military service (See Appendix 1 to JAR-FCL 1.005)

Application for credit:

Military flight crew members applying for licences and ratings specified in JAR-FCL shall apply to the Authority of the State for which they serve(d).

JAR-FCL 1.020 (continued)

The knowledge, experience and skill gained in military service will be credited towards the relevant requirements of JAR-FCL licences and ratings at the discretion of the Authority. The policy for the credit given shall be reported to the JAA. The privileges of such licences shall be restricted to aircraft registered in the State of licence issue until the requirements set out in the Appendix 1 to JAR-FCL 1.005 are met.

[Amdt.1, 01.06.00]

### JAR-FCL 1.025 Validity of licences and ratings

[(See JAR-FCL 1.010(a)(4))]  
(See JAR-FCL 3.105)

(a) A licence holder shall not exercise the privileges granted by any licence or rating issued by a JAA Member State unless the holder maintains competency by meeting the relevant requirements of JAR-FCL.

(b) Validity of the licence and revalidation of a rating

(1) The validity of the licence is determined by the validity of the ratings contained therein and the medical certificate (see JAR-FCL 3.105) [and, with reference to the use of radiotelephony in JAR-FCL 1.010(a)(4), a valid language proficiency endorsement].

(2) When issuing, revalidating or renewing a rating, the Authority may extend the validity period of the rating until the end of the month in which the validity would otherwise expire, that date remains the expiry date of the rating.

(c) The licence will be issued for a maximum period of 5 years. Within this period of 5 years the licence will be re-issued by the Authority:

(1) after initial issue or renewal of a rating;

(2) when paragraph XII in the licence is completed and no further spaces remain;

(3) for any administrative reason;

(4) at the discretion of the Authority when a rating is revalidated.

Valid ratings will be transferred to the new licence document by the Authority.

The licence holder shall apply to the Authority for the re-issue of the licence.



JAR-FCL 1.025 (continued)

The application shall include the necessary documentation.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03, Amdt.4, 01.09.05;  
Amdt.7, 01.12.06]

**JAR-FCL 1.026 Recent experience for pilots not operating in accordance with JAR-OPS 1**

(a) A pilot shall not operate an aeroplane carrying passengers as pilot-in-command or co-pilot unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type/class or a flight simulator of the aeroplane type/class to be used, in the preceding 90 days; and

(b) The holder of a licence that does not include a valid instrument rating (aeroplane) shall not act as pilot-in-command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required by JAR-FCL 1.026(a) above has been carried out by night.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

**JAR-FCL 1.030 Arrangements for testing**

(a) *Authorisation of examiners.* The Authority will designate and authorise as examiners suitably qualified persons of integrity to conduct on its behalf, skill tests and proficiency checks. The minimum qualifications for examiners are set out in JAR-FCL 1 (Aeroplane), Subpart I. Examiners' responsibilities and privileges will be notified to them individually in writing by the Authority.

(b) *Number of examiners.* The Authority will determine the number of examiners it requires, taking account of the number and geographic distribution of its pilot population.

(c) *Notification of examiners.*

(1) The Authority will maintain a list of all examiners it has authorised stating for which roles they are authorised. The list will be made available to TRTOs, FTOs and registered facilities within the JAA Member State. The Authority will determine by which means the examiners will be allocated to the skill test.

JAR-FCL 1.030(c) (continued)

(2) The Authority [ ] [designate] the examiner(s) [ ] for the conduct of the skill test for the issue of [a MPL(A) and] an ATPL(A).

(d) Examiners shall not test applicants to whom flight instruction has been given by them for that licence or rating except with the expressed consent in writing of the Authority.

(e) *Pre-requisites for applicants undergoing a skill test.* Before a skill test for the issue of a licence or rating is taken the applicant shall have passed the associated theoretical knowledge examination, provided that exceptions may be made by the Authority for applicants undergoing a course of integrated flying training. Instruction for the associated theoretical knowledge examination shall always have been completed before such skill tests are taken. Except for ATPL issue, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.7, 01.12.06]

**JAR-FCL 1.035 Medical fitness**  
(See IEM FCL 1.035)

(a) *Fitness.* The holder of a medical certificate shall be mentally and physically fit to exercise safely the privileges of the applicable licence.

(b) *Requirement for medical certificate.* In order to apply for or to exercise the privileges of a licence, the applicant or the holder shall hold a medical certificate issued in accordance with the provisions of JAR-FCL 3 (Medical) and appropriate to the privileges of the licence.

(c) *Aeromedical disposition.* After completion of the examination the applicant shall be advised whether fit, unfit or referred to the Authority. The authorised medical examiner (AME) shall inform the applicant of any condition(s) (medical, operational or otherwise) that may restrict flying training and/or the privileges of any licence issued.

(d) *Operational Multicrew Limitation (OML – Class 1 only).*

(1) The limitation 'valid only as or with qualified co-pilot' is to be applied when the holder of a CPL or an ATPL does not fully meet the class 1 medical certificate requirements but is considered to be within the accepted risk of incapacitation (see JAR-FCL 3 (Medical), IEM FCL A, B and C). This

JAR-FCL 1.035(d) (continued)

limitation is applied by the Authority in the context of a multi-pilot environment. A 'valid only as or with qualified co-pilot' limitation can only be issued or removed by the Authority.

(2) The other pilot shall be qualified on the type, not be over the age of 60, and not be subject to an OML.

(e) *Operational Safety Pilot Limitation (OSL – Class 2 only)*. A safety pilot is a pilot who is qualified to act as PIC on the class/type of aeroplane and carried on board the aeroplane, which is fitted with dual controls, for the purpose of taking over control should the PIC holding this specific medical certificate restriction become incapacitated (see IEM FCL 1.035). An OSL can only be issued or removed by the Authority.

[Amdt.1, 01.06.00]

#### JAR-FCL 1.040 Decrease in medical fitness

(See IEM FCL 3.040)

(a) Holders of medical certificates shall not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges.

(b) Holders of medical certificates shall not take any prescription or non-prescription medication or drug, or undergo any other treatment, unless they are completely sure that the medication [ ] or treatment will not have any adverse effect on their ability to perform safely their duties. If there is any doubt, advice shall be sought from the AMS, an AMC, or an AME. Further advice is given in JAR-FCL 3 (See IEM FCL 3.040).

(c) Holders of medical certificates shall, without undue delay, seek the advice of the AMS, an AMC or an AME when becoming aware of:

- (1) hospital or clinic admission for more than 12 hours; or
- (2) surgical operation or invasive procedure; or
- (3) the regular use of medication; or
- (4) the need for regular use of correcting lenses.

JAR-FCL 1.040 (continued)

(d) [(1)] Holders of medical certificates who are aware of:

[ ][(i)] any significant personal injury involving incapacity to function as a member of a flight crew; or

[ ][(ii)] any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or

[ ][(iii)] being pregnant, shall inform the Authority [or the AME, who shall subsequently inform the Authority,] in writing of such injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy[ ] [.]

[ ][(2)] [ ] [In] the case of injury or illness the suspension shall be lifted upon the holder [by the AME in consultation with the Authority] being medically [ ] [assessed by the AME or] under arrangements made by the Authority and being pronounced fit to function as a member of the flight crew, or upon the Authority exempting, subject to such conditions as it thinks [ ] [appropriate], the holder from the requirement of a medical examination[ ] [.]

[ ][(3)] [ ] [In] the case of pregnancy, the suspension may be lifted by the [ ] [AME in consultation with the Authority] for such period and subject to such conditions as it thinks [ ] [appropriate (see JAR-FCL 3.195(c) and 3.315(c)] [ ] [If an AME assesses a pregnant Class 1 pilot as fit Class 1, a multi-pilot (Class 1 'OML') limitation shall be entered. The suspension shall cease upon the holder being medically assessed by the AME – after the pregnancy has ended – and being pronounced fit. Following fit assessment by an AME at the end of pregnancy, the relevant multi-pilot (Class 1 'OML') limitation may be removed by the AME, informing the Authority.]

[Amdt.1, 01.06.00; Amdt.7, 01.12.06]

#### JAR-FCL 1.045 Special circumstances

(a) It is recognised that the provisions of all parts of JAR-FCL will not cover every possible situation. Where the application of JAR-FCL would have anomalous consequences, or where the development of new training or testing

JAR-FCL 1.045(a) (continued)

concepts would not comply with the requirements, an applicant may ask the Authority concerned for an exemption. An exemption may be granted only if it can be shown that the exemption will ensure or lead to at least an equivalent level of safety.

(b) Exemptions are divided into short term exemptions and long term exemptions (more than 6 months). The granting of a long term exemption may only be undertaken in agreement with the JAA Licensing Sectorial Team.

**JAR-FCL 1.050 Crediting of flight time and theoretical knowledge**

(See Appendix 1 to JAR-FCL 1.050)

(See Appendix 2 to JAR-FCL 1.050)

(See Appendix 3 to JAR-FCL 1.050)

(a) *Crediting of flight time*

(1) Unless otherwise specified in JAR-FCL, flight time to be credited for a licence or rating shall have been flown in the same category of aircraft for which the licence or rating is sought.

(2) *Pilot-in-command or under instruction*

(i) An applicant for a licence or rating is credited in full with all solo, dual instruction or pilot-in-command flight time towards the total flight time required for the licence or rating.

(ii) A graduate of an airline transport pilot integrated flying training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the pilot-in-command 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 flying training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the pilot-in-command time required for the issue of the commercial pilot licence and a multi-engine type or class rating.

(3) *Co-pilot*

(i) The holder of a pilot licence, when acting as co-pilot, is entitled to be

JAR-FCL 1.050(a) (continued)

credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.

(ii) The holder of a pilot licence, when acting as co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence, provided that the method of supervision is agreed with the Authority.

(b) *Crediting of theoretical knowledge*

(1) The holder of an IR(H) will be exempted from the theoretical knowledge instruction and examination requirement for an IR(A).

(2) In order to obtain a PPL(A), the holder of a PPL(H), CPL(H) or ATPL(H) shall fulfil the requirements specified in Appendix 1 to JAR-FCL 1.050.

(3) In order to obtain a CPL(A), the holder of a CPL(H) or ATPL(H) shall fulfil the requirements specified in Appendix 2 to JAR-FCL 1.050.

(4) In order to obtain an ATPL(A), the holder of an ATPL(H) with an IR rating shall fulfil the requirements specified in Appendix 3 to JAR-FCL 1.050.

(5) The credits specified in paragraphs (b)(2), (b)(3) and (b)(4) above shall also apply to applicants having passing the theoretical knowledge examination in all subjects required for the issue of the relevant helicopter pilot licence, provided they meet the acceptance period in accordance with JAR-FCL 2.495.

(6) An applicant having passed the theoretical knowledge examination for an ATPL(A) is credited with the theoretical knowledge requirements for PPL(A), CPL(A) and IR(A).

(7) An applicant having passed the theoretical knowledge examination for CPL(A) is credited with the theoretical knowledge requirement for a PPL(A).

(8) An applicant having passed the relevant theoretical knowledge examination for CPL(A) or IR(A) shall be credited with theoretical knowledge requirements as specified in Appendix 4 to JAR-FCL 1.050.

[Amdt.1, 01.06.00; Amdt.4 01.09.05, Amdt.6 01.08.06]

**JAR-FCL 1.055 Training organisations and registered facilities**

(See Appendices 1a and 1b & Appendices 2 and 3 to JAR-FCL 1.055)

(See Appendix 2 to JAR-FCL 1.125)

(a) (1) Flying training organisations (FTOs) wishing to offer training for licences and associated ratings whose principal place of business and registered office is located in a JAA Member State, will be granted approval by that State when in compliance with JAR-FCL. Requirements for approval of FTOs are given in Appendix 1a to JAR-FCL 1.055. Part of the training may be performed outside the JAA Member States (see also Appendix 1b to JAR-FCL 1.055).

(2) FTOs wishing to offer training for licences and associated ratings whose principal place of business and registered office is located outside the JAA Member States, may be granted approval by a JAA full Member Authority in respect of any such location:

(i) if an arrangement has been agreed between the JAA and the non-JAA Authority of the State in which the FTO has its principal place of business and registered office, providing for the participation of that Authority in the approval process and provide regulatory oversight of the FTO;

or

(ii) (A) adequate jurisdiction and supervision by the approving Authority can be assured;

(B) the relevant additional requirements of Appendix 1c to JAR-FCL 1.055 are satisfied; and

(C) an approval process in accordance with the administrative procedures accepted by the JAA is applied by the approving Authority.

(b) (1) Type rating training organisations (TRTOs) located in a JAA Member State, wishing to offer training for type ratings will be granted approval when in compliance with JAR-FCL and the approval will be given by that State. Requirements for approval of TRTOs are given in Appendix 2 to JAR-FCL 1.055.

JAR-FCL 1.055(b) (continued)

(2) For TRTOs located outside a JAA Member State approval will be granted, when in compliance with JAR-FCL, by the State which receives the application. Requirements for approval of TRTOs are given in Appendix 2 to JAR-FCL 1.055.

(c) Facilities wishing to offer training for PPL only and located in the JAA Member States shall register for that purpose with the Authority (see JAR-FCL 1.125).

[(d) MPL(A) training course. FTOs wishing to offer training for a MPL(A) shall demonstrate to the satisfaction of the Authority that the MPL(A) training course provides a level of competency in multi-crew operations at least equivalent to what is currently expected from graduates of the ATP(A) integrated course who have completed type rating training for a multi-pilot aeroplane. The Authority shall inform the JAA of any training course approved under this requirement.]

[Amdt.1, 01.06.00; Amdt.3, 01.07.03; Amdt.7, 01.12.06]

**JAR-FCL 1.060 Curtailment of privileges of licence holders aged 60 years or more**

(See Appendix 1 to JAR-FCL 1.060)

(a) *Age 60–64.* 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 operations except:

(1) as a member of a multi-pilot crew and provided that,

(2) such holder is the only pilot in the flight crew who has attained age 60.

(b) *Age 65.* The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

(c) Any national variant to the requirements in (a) and (b) above are given in Appendix 1 to JAR-FCL 1.060

[Amdt.4, 01.09.05]

**JAR-FCL 1.065 State of licence issue**

(See JAR-FCL 1.010(c))

(a) An applicant shall demonstrate the satisfactory completion of all requirements for licence issue to the Authority of the 'State of licence issue' (see JAR-FCL 1.010(c)).

JAR-FCL 1.065 (continued)

(b) In circumstances agreed by both Authorities, an applicant who has commenced training under the responsibility of one Authority may be permitted to complete the requirements under the responsibility of the other Authority.

The agreement shall allow for:

- (1) theoretical knowledge training and examinations;
- (2) medical examination and assessment;
- (3) flight training and testing.

The Authorities shall agree the 'State of licence issue'.

(c) Further ratings may be obtained under JAR-FCL requirements in any JAA Member State and will be entered into the licence by the State of licence issue.

(d) For administrative convenience, e.g. revalidation, the licence holder may subsequently transfer a licence issued by the State of licence issue to another JAA Member State, provided that employment or normal residency is established in that State (see JAR-FCL 1.070). That State would thereafter become the State of licence issue and would assume the responsibility for licence issue referred to in (a) above.

(e) An applicant shall hold only one JAR-FCL licence (aeroplane) and only one medical certificate at any time.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03]

#### JAR-FCL 1.070 Normal residency

Normal residency means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where she or he is living.

#### JAR-FCL 1.075 Format and specifications for flight crew licences

(See Appendix 1 to JAR-FCL 1.075)

The flight crew licence issued by a JAA Member State in accordance with JAR-FCL will conform to the following specifications.

(a) *Content.* The item number shown will always be printed in association with the item heading. A standard JAA licence format is shown in Appendix 1 to JAR-FCL 1.075. Items I to XI are the 'permanent' items and items XII to

JAR-FCL 1.075(a) (continued)

XIV are the 'variable' items which may appear on a separate or detachable part of the main form. Any separate or detachable part shall be clearly identifiable as part of the licence.

##### (1) *Permanent items*

(I) State of licence issue.

(II) Title of licence.

(III) Serial number commencing with the postal code of the issuing State and followed by a code of numbers and/or letters in Arabic numerals and in Roman script.

(IV) Name of holder (in Roman alphabet, if script of national language is other than Roman).

(V) Holder's address.

(VI) Nationality of holder.

(VII) Signature of holder.

(VIII) Authority and, where necessary, conditions under which the licence was issued.

(IX) Certification of validity and authorisation for the privileges granted.

(X) Signature of the officer issuing the licence and the date of issue.

(XI) Seal or stamp of the Authority.

##### (2) *Variable items*

(XII) Ratings – class, type, instructor, etc., with dates of expiry. Radio telephony (R/T) privileges may appear on the licence form or on a separate certificate.

(XIII) Remarks – i.e. special endorsements relating to limitations and endorsements for privileges[, including endorsements of language proficiency (see JAR-FCL 1.005(b)(5))].

(XIV) Any other details required by the Authority.

(b) *Material.* The paper or other material used will prevent or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorised by the Authority.

(c) *Colour.* White material will be used for pilot licences issued in accordance with JAR-FCL.

JAR-FCL 1.075 (continued)

(d) *Language.* Licences shall be written in the national language and in English and such other languages as the Authority deems appropriate.

[Amdt.1, 01.06.00; Amdt.7, 01.12.06]

### JAR-FCL 1.080 Recording of flight time (See IEM FCL 1.080)

(a) Details of all flights flown as a pilot shall be kept in a reliable record in a logbook format acceptable to the Authority (see IEM FCL 1.080). Details of flights flown under JAR-OPS 1, may be recorded in an acceptable computerised format maintained by the operator. In this case an operator shall make the records of all flights operated by the pilot, including differences and familiarisation training, available on request to the flight crew member concerned.

(b) The record shall contain the following information:

- (1) Personal details:
  - Name and address of the holder
- (2) For each flight:
  - (i) Name of Pilot-in-command
  - (ii) Date (day, month, year) of flight
  - (iii) Place and time of departure and arrival (times (UTC) to be block time)
  - (iv) Type (aeroplane make, model and variant) and registration of aeroplane
  - (v) SE, ME
  - (vi) Total time of flight
  - (vii) Accumulated total time of flight
- (3) For each flight simulator or FNPT session:
  - (i) Type and qualification number of training device
  - (ii) Synthetic training device instruction
  - (iii) Date (d/m/y)
  - (iv) Total time of session
  - (v) Accumulated total time
- (4) Pilot function:

JAR-FCL 1.080(b) (continued)

- (i) Pilot-in-command (including solo\ \ \ \ solo, SPIC, PICUS time)
- (ii) Co-pilot
- (iii) Dual
- (iv) Flight instructor / Flight examiner
- (v) A remarks column will be provided to give details of specific functions e.g. SPIC, PICUS, instrument flight time\*, etc.

\* A pilot may log as instrument flight time only that time during which he operates the aircraft solely by reference to instruments, under actual or simulated instrument flight conditions.

- (5) Operational conditions:
  - (i) Night
  - (ii) IFR

### (c) Logging of time

- (1) Pilot-in-command flight time
  - (i) The holder of a licence may log as pilot-in-command time all of the flight time during which he is the pilot-in-command.
  - (ii) The applicant for or the holder of a pilot licence may log as pilot-in-command time all solo flight time and flight time as student pilot-in-command provided that such SPIC time is countersigned by the instructor.
  - (iii) The holder of an instructor rating may log as pilot-in-command all flight time during which he acts as an instructor in an aeroplane.
  - (iv) The holder of an examiner's authorisation may log as pilot-in-command all flight time during which he occupies a pilot's seat and acts as an examiner in an aeroplane.
  - (v) A co-pilot acting as pilot-in-command under the supervision of the pilot-in-command on an aeroplane on which more than one pilot is required under the type certification of the aeroplane or as required by JAR-OPS provided such pilot-in-command time under supervision (see (c)(5)) is countersigned by the pilot-in-command.
  - (vi) If the holder of a licence carries out a number of flights upon the same day returning on each occasion to

JAR-FCL 1.080(c) (continued)

the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights may be recorded as a single entry.

(2) Co-pilot flight time

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

(3) Cruise relief co-pilot flight time

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

(4) Instruction time

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

(5) PICUS (Pilot-in-command under supervision)

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

(d) *Presentation of flight time record*

(1) The holder of a licence or a student pilot shall without undue delay present his flight time record for inspection upon request by an authorised representative of the Authority.

(2) A student pilot shall carry his flight time record logbook with him on all solo cross-country flights as evidence of the required instructor authorisations.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

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**Appendix 1 to JAR-FCL 1.005****Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State**

(See JAR-FCL 1.005(b)(3))

(See AMC FCL 1.005 &amp; 1.015)

(See AMC FCL 1.125)

**1 Pilot licences**

A pilot licence issued by a JAA Member State in accordance with the national requirements of that State may be replaced by a JAR-FCL licence subject, where applicable, to conditions. For the replacement of such licences the holder shall:

(a) for ATPL(A) and CPL(A), complete as a proficiency check, type/class and instrument rating (IR if applicable) revalidation requirements of JAR-FCL 1.245(b)(1), JAR-FCL 1.245(c)(1)(i) or 1.245(c)(2) relevant to the privileges of the licence held.

(b) (i) for ATPL(A) and CPL(A) demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAR-OPS 1 and JAR-FCL (see AMC FCL 1.005 & 1.015) has been acquired;

(ii) for PPL(A) only demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAA Requirements (see AMC FCL 1.125) has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR-FCL 1.200 if IR privileges are held;

(d) comply with the experience requirements and any further requirements as set out in the table below:

National licence held	Total flying hours experience	Any further JAA requirements	Replacement JAR-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(A)	>1 500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable	(a)
ATPL(A)	>1 500 on multi-pilot aeroplanes	None	as in (c)(4)	as in (c)(5)	(b)
ATPL(A)	>500 on multi-pilot aeroplanes	demonstrate to the satisfaction of the Authority a knowledge of flight planning and performance as required by Appendix 1 to JAR-FCL 1.470	ATPL(A), with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by JAR-FCL Appendix 2 to JAR-FCL 1.240.	(c)
CPL/IR(A) and passed an ICAO ATPL theory test in the JAA Member State of licence issue	>500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes JAR-FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements.	(i) demonstrate to the satisfaction of the Authority a knowledge of flight planning and performance as required by Appendix 1 to JAR-FCL 1.470 (ii) meet remaining requirements of JAR-FCL 1.250(a)(1) & (2)	CPL/IR(A) with JAR-FCL ATPL theory credit	Not applicable	(d)
CPL/IR(A)	>500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes JAR/FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements.	(i) to pass an examination for JAR-FCL ATPL(A) knowledge in the JAA Member State of licence issue *(see text below table) (ii) meet remaining requirements of JAR-FCL 1.250(a)(1) & (2)	CPL/IR(A) with JAR-FCL ATPL theory credit	Not applicable	(e)



## Appendix 1 to JAR-FCL 1.005 (continued)

National licence held	Total flying hours experience	Any further JAA requirements	Replacement JAR-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL/IR(A)	>500 as PIC on single-pilot aeroplanes	none	CPL/IR(A) with type/class ratings restricted to single-pilot aeroplanes		(f)
CPL/IR(A)	<500 as PIC on single-pilot aeroplanes	demonstrate to the satisfaction of the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 1.470	as (4)(f)	Obtain multi-pilot type rating as required by JAR-FCL 1.240	(g)
CPL(A)	>500 as PIC on single-pilot aeroplanes	night qualification, if applicable	CPL(A), with type/ class ratings restricted to single-pilot aeroplanes		(h)
CPL(A)	<500 as PIC on single-pilot aeroplanes	(i) night qualification, if applicable; (ii) demonstrate to the satisfaction of the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 1.470	as (4)(h)		(i)
PPL/IR(A)	≥75 in accordance with IFR	night qualification if night flying privileges are not included in the instrument rating	PPL/IR(A) (the IR restricted to PPL)	demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 1.470	(j)
PPL(A)	≥70 on aeroplanes	demonstrate the use of radio navigation aids	PPL(A)		(k)

\* CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane type, but will not be given ATPL(A) theory credit for a JAR-FCL licence. If they require another type rating for a different multi-pilot aeroplane, they must comply with column (3), row (e) (i) of the above table.

## 2 Instructor ratings

National rating, authorisation or privileges held	Experience	Any further JAA requirements	Replacement JAR-FCL rating
(1)	(2)	(3)	(4)
FI(A)/IRI(A)/TRI(A)/CRI(A)	as required under JAR-FCL 1 (Aeroplane) for the relevant rating	demonstrate to the satisfaction of the Authority a knowledge of the relevant parts of JAR-FCL 1 (Aeroplane) and JAR-OPS as set out in AMC FCL 1.005 & 1.015	FI(A)/IRI(A)/TRI(A)/CRI(A)

\* JAA Member States; instructors fulfilling all the above replacement requirements, but unable to obtain relevant JAR-FCL licence/rating(s) due to present implementation status of their State of licence issue, may be accepted to instruct for JAR-FCL licence and/or ratings.

Appendix 1 to JAR-FCL 1.005 (continued)

**3 SFI authorisation**

A SFI authorisation issued by a JAA Member State in accordance with the national requirements of that state may be replaced by a JAR-FCL authorisation provided that the holder complies with the experience requirements and any further requirements as set out in the table below:

National authorisation held	Experience	Any further JAA requirements	Replacement JAR-FCL authorisation
(1)	(2)	(3)	(4)
SFI(A)	>1 500 hrs as pilot of MPA	(i) hold or have held a professional pilot licence (A) issued by a JAA Member State or a non JAR-FCL professional licence (A) acceptable to the Authority;  (ii) have completed the flight simulator content of the applicable type rating course including MCC.	SFI(A)
SFI(A)	3 years recent experience as a SFI acceptable to the Authority	have completed the flight simulator content of the applicable type rating course including MCC	SFI(A)

This authorisation will be for a maximum period of 3 years.

Further re-authorisation will be subject to completion of the requirements set out in JAR-FCL 1.415.

**4. Instructors on FTD and FNPT I**

National authorisation held	Experience	Replacement JAR-FCL authorisation
(1)	(2)	(3)
Instructors on FTD and/or FNPT I	3 years recent experience as instructors on FTD and/or FNPT I acceptable to the Authority.	Instructors on FTD and/or FNPT I

[Amdt. 1, 01.06.00; Amdt. 3, 01.07.03; Amdt. 4, 01.09.05]

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**[Appendix 1 to JAR–FCL 1.010****Requirements for proficiency in languages used for radiotelephony communications**

(See JAR–FCL 1.010(a)(4))

(See AMC No. 1 to JAR-FCL 1.010)

(See AMC No. 2 to JAR-FCL 1.010)

(See IEM FCL 1.010)

1 The language proficiency requirements are applicable to the use of both phraseologies and plain language.

2 To meet the language proficiency requirements contained in JAR-FCL 1.010(a)(4), an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, the ability to:

- a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
- b) communicate on common, and work-related topics with accuracy and clarity;
- c) use appropriate communicative strategies, to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;
- d) handle successfully the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- e) use a dialect or accent which is intelligible to the aeronautical community.

3 The Language Proficiency shall be formally re-evaluated at intervals determined by the Authority (see AMC No. 2 to JAR-FCL 1.010 paragraphs 4 and 5).

4. The method of assessment and re-evaluation shall be determined by the Authority (see AMC No. 2 to JAR-FCL 1.010).

5. A language assessment body offering service on behalf of an Authority of a JAA Member State shall be acceptable to that Authority (see AMC No. 2 to JAR-FCL 1.010).

6. Where the language assessment referred to above meets the requirements stated in Appendix 1 to JAR-FCL 1.200, it may be used for the purpose of extending the radiotelephony privileges in English in accordance with JAR-FCL 1.200 paragraph (b).]

[Amdt.7, 01.12.06]

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**[Appendix 2 to JAR-FCL 1.010  
Language Proficiency Rating Scale**

(See JAR-FCL 1.010(a)(4))

(See AMC No. 1 to JAR-FCL 1.010)

(See AMC No. 2 to JAR-FCL 1.010)

(See IEM FCL 1.010)

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
	Assumes a dialect and/or accent intelligible to the aeronautical community	Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task				
<b>Operational (Level 4)</b>	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

**Note: The Operational Level (Level 4) is the minimum required proficiency level for adiatelephony communication.]**

[Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.015****Minimum requirements for the validation of pilot licences of non-JAA States**

(See JAR-FCL 1.015)

(See AMC FCL 1.005 &amp; 1.015)

1 The minimum requirements for the validation of a pilot licence of a non-JAA State by a JAA Member State are specified below.

**Pilot licences for commercial air transportation and other professional activities**

2 A pilot licence issued in accordance with ICAO Annex 1 by a non-JAA State may be validated subject to conditions by a JAA Member State in order to permit flights (other than flight instruction) in aeroplanes registered in that JAA Member State. To validate such licences, the holder shall:

(a) complete, as a skill test, the type or class rating revalidation requirements of JAR-FCL 1.245 relevant to the privileges of the licence held;

(b) demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAR-OPS and JAR-FCL (see AMC FCL 1.005 & 1.015) has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR-FCL 1.200;

(d) hold a valid JAR-FCL Class 1 medical certificate;

(e) meet any published additional requirements that the JAA Member State deems necessary; and

(f) comply with the experience requirements set out in column (2) of the following table in relation to the validation conditions specified in column (3):

Licence held	Total flying hours experience	Validation conditions	
(1)	(2)	(3)	
ATPL(A)	>1 500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR*	>1 500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(b)
CPL(A)/IR	>1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	>1 000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to JAR-OPS	(d)
CPL(A)	>700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in aeroplanes other than commercial air transport	(e)

\*CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before validation

**Private pilot licences with Instrument Rating**

3 A private pilot licence with instrument rating issued in accordance with ICAO Annex 1 by a non-JAA State may be validated subject to conditions by a JAA Member State in order to permit flights (other than flight instruction) in aeroplanes registered in that JAA Member State. To validate such licences, the holder shall:

(a) complete, as a skill test, the type/class and instrument rating of Appendix 1 and 2 to JAR-FCL 1.210 and Appendix 3 to JAR-FCL 1.240;

(b) demonstrate to the satisfaction of the Authority in accordance with Subpart J, that a knowledge of Air Law and the Aeronautical Weather codes, subject number 050 10 03 01, as well as the Flight Planning & Performance (IR), subject number 030 00 00 00, Human Performance subject number 040 00 00 00 in accordance with Appendix 1 to JAR-FCL 1.470 has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR-FCL 1.200;

Appendix 1 to JAR-FCL 1.015 (continued)

(d) hold at least a valid JAR-FCL Class 2 medical certificate including hearing requirements in accordance with JAR-FCL 3.355(b);

(e) hold R/T privileges acceptable to the Authority,

(f) comply with the experience requirements set out in column (2) of the following table:

Licence held	Total flying hours experience
(1)	(2)
PPL/IR	> 100 hrs PIC instrument flight time

[Amdt. 1, 01.06.00; Amdt. 2, 01.08.02]

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**Appendix 2 to JAR-FCL 1.015****Conversion of a PPL issued by a non-JAA Member State to a JAR-FCL PPL**

(See JAR-FCL 1.015(c)(2))

The minimum requirements for the conversion of a private pilot licence issued by a non-JAA Member State to a JAR-FCL licence are:

- (a) the applicant shall hold a licence issued in accordance with ICAO Annex 1
- (b) the applicant shall hold at least a JAR-FCL Class 2 medical certificate
- (c) to hold R/T privileges acceptable to the Authority
- (d) the applicant shall comply with the flying experience requirements set out in the table below

National licence held	Experience requirement	Any further JAR-FCL requirements
Current and valid national ICAO PPL	>100 hours as pilot of aeroplanes	<ul style="list-style-type: none"> <li>(a) Pass a written examination in Air Law and Human Performance and Limitations</li> <li>(b) Pass the PPL skill test as set out in Appendix 1 to JAR-FCL 1.130 and 1.135 and Appendix 2 to JAR-FCL 1.135</li> <li>(c) Fulfil the relevant requirements of Subpart F</li> </ul>

[Amdt. 2, 01.08.02, Amdt. 4, 01.09.05]

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**Appendix 3 to JAR-FCL 1.015****Validation of pilot licences of non-JAA States for specific tasks of finite duration**

(See JAR-FCL 1.015)

(See Appendix 1 to JAR-FCL 1.015)

**TEMPORARY VALIDATION / AUTHORISATION OF NON-JAA PILOT LICENCES FOR AEROPLANE MANUFACTURER'S PILOTS**

1. A pilot license issued in accordance with ICAO Annex 1 by a non-JAA State, including an instructor rating or examiner authorisation issued by that State may be validated or otherwise authorised subject to conditions, for a maximum of 1 year, by a JAA Member State in order to permit flights to demonstrate, operate, ferry or test an aeroplane registered in that JAA Member State. When validating a licence under the provisions of this Appendix, the non-JAA licence holder may be exempt from the requirements for validation of a non-JAA licence contained in Appendix 1 to JAR-FCL 1.015, subject to the following conditions:

To be eligible for validation of such a licence, the holder shall:

- (a) Possess an appropriate licence, medical certificate, type ratings, and qualifications, to include instructor or examiner qualifications, valid in the non-JAA State for the duties proposed, and
- (b) Be employed by an aeroplane manufacturer or a TRTO performing training on behalf of an aeroplane manufacturer, and
- (c) Be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

2. Whenever conducting or supervising line flying, the pilot shall also be required to meet the relevant requirements of JAR-OPS as determined by the Authority of the State of aircraft registration.

[Amdt. 4, 01.09.05]

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**Appendix 1 to JAR-FCL 1.050****Crediting of theoretical knowledge [for the issue of a PPL(A)] – Bridge instruction and examination requirements**

(See JAR-FCL 1.050(b)(2))

For the issue of a PPL(A), the holder of an helicopter licence shall pass PPL(A) theoretical knowledge examinations (from AMC-FCL 1.125 Syllabus of theoretical knowledge for the Private Pilot Licence (Aeroplane)) in the following topics:

Aircraft General Knowledge; Flight Performance and Planning; Operational Procedures and Principles of Flight.

[Amdt. 1, 01.06.00; Amdt. 2, 01.08.02; Amdt. 4, 01.09.05, Amdt. 6, 01.08.06]

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**Appendix 2 to JAR–FCL 1.050****Crediting of theoretical knowledge for the issue of a CPL(A) – Bridge instruction and examination requirements.**

(See JAR–FCL 1.050(b)(3))

1 An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

021 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT
021 02 00 00	AIRFRAME
021 04 00 00	LANDING GEAR, WHEELS, TYRES, BRAKES
021 05 00 00	FLIGHT CONTROLS
021 06 00 00	PNEUMATICS – PRESSURISATION AND AIR CONDITIONING
021 10 00 00	PISTON ENGINES
021 11 00 00	TURBINE ENGINES
021 13 00 00	OXYGEN SYSTEMS

022 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (A)
022 02 00 00	MEASUREMENT OF AIR DATA PARAMETERS
022 06 00 00	AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS
022 08 00 00	TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION
022 12 00 00	ALERTING SYSTEMS, PROXIMITY SYSTEMS
022 13 00 00	INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS

030 00 00 00	FLIGHT PERFORMANCE AND PLANNING
031 00 00 00	MASS AND BALANCE – AEROPLANES
031 01 00 00	PURPOSE OF MASS AND BALANCE CONSIDERATIONS
031 02 00 00	LOADING
031 04 00 00	MASS AND BALANCE DETAILS OF AEROPLANES
031 05 00 00	DETERMINATION OF CG POSITION

032 00 00 00	PERFORMANCE – AEROPLANES
032 01 00 00	GENERAL
032 02 00 00	PERFORMANCE CLASS B – SINGLE-ENGINE AEROPLANES
032 03 00 00	PERFORMANCE CLASS B – MULTI-ENGINE AEROPLANES
032 04 00 00	PERFORMANCE CLASS A – AEROPLANES CERTIFICATED UNDER CS 25 ONLY

Appendix 2 to JAR-FCL 1.050 (continued)

033 00 00 00	FLIGHT PLANNING AND FLIGHT MONITORING
033 03 00 00	FUEL PLANNING

070 00 00 00	OPERATIONAL PROCEDURES - AEROPLANE
071 01 00 00	GENERAL REQUIREMENTS
071 02 00 00	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)

080 00 00 00	PRINCIPLES OF FLIGHT
081 00 00 00	PRINCIPLES OF FLIGHT – AEROPLANE
081 01 00 00	SUBSONIC AERODYNAMICS
081 02 00 00	HIGH SPEED AERODYNAMICS
081 03 00 00	Intentionally left blank
081 04 00 00	STABILITY
081 05 00 00	CONTROL
081 06 00 00	LIMITATIONS
081 07 00 00	PROPELLERS
081 08 00 00	FLIGHT MECHANICS

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and shall meet the requirements set out in JAR-FCL 1 (Aeroplane) Subpart J.

The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Aeroplane), as follows:

- a) the examination papers in subjects Flight Performance and Principles of Flight (Aeroplane) are those defined in JAR-FCL 1.470(b).
- b) the examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

[Amdt.6, 01.08 06]

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**Appendix 3 to JAR-FCL 1.050****Crediting of theoretical knowledge for the issue of a ATPL(A)– Bridge instruction and examination requirements**

(See JAR-FCL 1.050(b)(4))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives) :

021 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT
021 02 00 00	AIRFRAME
021 04 00 00	LANDING GEAR, WHEELS, TYRES, BRAKES
021 05 00 00	FLIGHT CONTROLS
021 06 00 00	PNEUMATICS – PRESSURISATION AND AIR CONDITIONING
021 09 00 00	ELECTRICS
021 10 00 00	PISTON ENGINES
021 11 00 00	TURBINE ENGINES
021 13 00 00	OXYGEN SYSTEMS

022 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (A)
022 02 00 00	MEASUREMENT OF AIR DATA PARAMETERS
022 06 00 00	AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS
022 08 00 00	TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION
022 09 00 00	AUTOTHROTTLE – AUTOMATIC THRUST CONTROL SYSTEM
022 12 00 00	ALERTING SYSTEMS, PROXIMITY SYSTEMS
022 13 00 00	INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS

030 00 00 00	FLIGHT PERFORMANCE AND PLANNING
031 00 00 00	MASS AND BALANCE – AEROPLANES
031 01 00 00	PURPOSE OF MASS AND BALANCE CONSIDERATIONS
031 02 00 00	LOADING
031 04 00 00	MASS AND BALANCE DETAILS OF AEROPLANES
031 05 00 00	DETERMINATION OF CG POSITION

Appendix 3 to JAR-FCL 1.050 (continued)

032 00 00 00	PERFORMANCE – AEROPLANES
032 01 00 00	GENERAL
032 02 00 00	PERFORMANCE CLASS B – SINGLE-ENGINE AEROPLANES
032 03 00 00	PERFORMANCE CLASS B – MULTI-ENGINE AEROPLANES
032 04 00 00	PERFORMANCE CLASS A – AEROPLANES CERTIFICATED UNDER CS 25 ONLY

033 00 00 00	FLIGHT PLANNING AND FLIGHT MONITORING
033 03 00 00	FUEL PLANNING

070 00 00 00	OPERATIONAL PROCEDURES - AEROPLANE
071 01 00 00	GENERAL REQUIREMENTS
071 02 00 00	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)

080 00 00 00	PRINCIPLES OF FLIGHT
081 00 00 00	PRINCIPLES OF FLIGHT – AEROPLANE
081 01 00 00	SUBSONIC AERODYNAMICS
081 02 00 00	HIGH SPEED AERODYNAMICS
081 03 00 00	Intentionally left blank
081 04 00 00	STABILITY
081 05 00 00	CONTROL
081 06 00 00	LIMITATIONS
081 07 00 00	PROPELLERS
081 08 00 00	FLIGHT MECHANICS

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATPL(A) and shall meet the requirements set out in JAR-FCL 1 (Aeroplane) Subpart J.

The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Aeroplane), as follows:

- c) the examination papers in subjects Flight Performance and Principles of Flight (Aeroplane) are those defined in JAR-FCL 1.470(a).
- d) the examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

[Amdt.6, 01.08 06]

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**Appendix 4 to JAR–FCL 1.050****Crediting of theoretical knowledge requirements for the issue of a CPL(A), an IR(A) or an ATPL(A)**

(See JAR–FCL 1.050(b)(8))

1. An applicant for an IR(A) having passed the relevant theoretical examinations for a CPL(A) is credited towards the theoretical knowledge requirements in the following subjects:
  - Human Performance and Limitations
  - Meteorology.
  
2. An applicant for a CPL(A) having passed the relevant theoretical examinations for an IR(A) is credited towards the theoretical knowledge requirements in the following subjects:
  - Human Performance and Limitations
  - Meteorology.
  
3. An applicant for an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.
  
4. An applicant for an ATPL(A) having passed the relevant theoretical examination for an IR(A) is credited towards the theoretical knowledge requirements in subject IFR Communications.

[Amdt. 6, 01.08 06]

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**Appendix 1a to JAR-FCL 1.055**  
**Flying Training Organisations for pilot licences and ratings**

(See JAR-FCL 1.055)

(See IEM No. 1 to JAR-FCL 1.055)

(See IEM No. 2 to JAR-FCL 1.055)

(See IEM No. 3 to JAR-FCL 1.055)

(See AMC FCL 1.261(c)(2))

**INTRODUCTION**

1 A Flying Training Organisation (FTO) is an organisation staffed, equipped and operated in a suitable environment offering flying training, and/or synthetic flight instruction and/or theoretical knowledge instruction for specific training programmes.

2 A FTO wishing to offer approved training to meet JAR-FCL requirements shall obtain the approval of the Authority of a JAA Member State. No such approval will be granted by the Authority of the Member State unless:

- (a) the Authority can enforce the JAR-FCL requirements; and
- (b) the FTO meets all requirements of JAR-FCL.

This Appendix gives the requirements for the issue, revalidation and variation of the approval of a FTO. A FTO needs only to meet the requirements to the instruction it is providing.

**OBTAINING APPROVAL**

3 A FTO seeking approval shall provide to the Authority such operations and training manuals as required by paragraph 31. A FTO shall establish procedures acceptable to the Authority to ensure compliance with all relevant JAR-FCL requirements. The procedures shall include a quality system (see AMC FCL 1.055 and IEM FCL No. 1 to JAR-FCL 1.055) within the FTO to readily detect any deficiencies for self-remedial action. After consideration of the application the FTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the FTO will initially be granted for a period of one year, revalidation of the approval may be granted for further periods of up to three years. No Authority is obliged to grant an approval for a FTO outside the JAA Member States if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on the Authority.

4 All training courses shall be approved (see IEM FCL 1.055 (to be developed)).

5 The Authority will monitor course standards and will sample training flights with students. During such visits, access shall be given by the FTO to training records, authorisation sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of the report on a visit to a FTO will be made available by the Authority to that FTO.

6 Approval will be varied, suspended or revoked by the Authority if any of the approval requirements or standards cease to be maintained to the minimum approved level.

7 If a FTO wishes to make changes to an approved course or to its operations or training manual the approval of the Authority shall be obtained before the changes are implemented. FTOs need not advise the Authority of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, the Authority shall be consulted.

8 A FTO may make training arrangements with other training organisations or make use of alternative base aerodromes as part of its overall training organisation, subject to the approval of the Authority.

**FINANCIAL RESOURCES**

9 (a) A FTO shall satisfy the Authority that sufficient funding is available to conduct training to the approved standards (see IEM No. 2 to JAR-FCL 1.055).

Appendix 1a to JAR–FCL 1.055 (continued)

(b) A FTO shall nominate a person acceptable to the Authority who shall satisfy the Authority that sufficient funding is available to conduct training to the approved standard. Such person shall be known as the accountable manager.

#### MANAGEMENT AND STAFFING

10 The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the FTO's Operations Manual.

11 The FTO shall satisfy the Authority that an adequate number of qualified, competent staff are employed. For integrated courses, three persons on the staff shall be employed full time in the following positions:

Head of Training (HT)

Chief Flying Instructor (CFI)

Chief Ground Instructor (CGI)

For modular training courses, these positions may be combined and filled by one or two persons, full time or part time, depending upon the scope of training offered. At least one person on the staff must be full time. At FTOs conducting theoretical knowledge instruction only, the positions of HT and CGI may be combined. The nominated person shall have a sound managerial capability and shall meet the requirements set out in paragraph 19 below.

12 The number of part time instructors in relation to the scope of training offered shall be acceptable to the Authority.

13 The ratio of all students to flight instructors, excluding the HT, shall not normally exceed 6:1. Class numbers in ground subjects involving a high degree of supervision or practical work shall not normally exceed 12 students.

#### HEAD OF TRAINING (HT)

14 The HT shall have overall responsibility for ensuring satisfactory integration of flying training, synthetic flight training and theoretical knowledge instruction, and for supervising the progress of individual students. The HT shall have had extensive experience in training as a flight instructor for professional pilot licences and possess a sound managerial capability. The HT shall hold or have held in the three years prior to first appointment as a HT, a professional pilot licence and rating(s) issued in accordance with ICAO Annex 1, related to the flying training courses conducted.

#### CHIEF FLYING INSTRUCTOR (CFI)

15 The CFI shall be responsible for the supervision of flight and synthetic flight instructors and for the standardisation of all flight instruction and synthetic flight instruction. The CFI shall:

- (a) hold the highest professional pilot licence related to the flying training courses conducted;
- (b) hold the rating(s) related to the flying training courses conducted;
- (c) hold a flight instructor rating for at least one of the types of aeroplane used on the course; and
- (d) have completed 1 000 hours pilot-in-command flight time of which a minimum of 500 hours shall be on flying instructional duties related to the flying courses conducted of which 200 hours may be instrument ground time.



Appendix 1a to JAR–FCL 1.055 (continued)

#### INSTRUCTORS, OTHER THAN SYNTHETIC FLIGHT INSTRUCTORS

16 Instructors shall hold:

- (a) a professional pilot licence and rating(s) related to the flying training courses they are appointed to conduct;
- (b) an instructor rating relevant to the part of the course being conducted e.g. instrument rating instructor, flight instructor, type/class rating instructor, as appropriate; or
- (c) an authorisation from the Authority to conduct specific training in a FTO (see JAR–FCL 1.300).

17 The maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties of instructors shall be acceptable to the Authority.

#### INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING

18 For flight training duties on a FTD and a FNPT I, instructors shall hold or have held 3 years prior to the first appointment, a professional pilot licence and rating(s), except for instructors having an authorisation according to item 3 and/or 4 of Appendix 1 to JAR–FCL 1.005, appropriate to the training courses they are appointed to conduct, and have had instructional training experience. For flight training duties on a flight simulator and/or FNPT II, instructors shall hold a FI(A), IRI(A), TRI(A) or CRI(A) rating or a SFI(A) or STI(A) or MCCI(A) authorisation relevant to the course the instructor is conducting.

#### CHIEF GROUND INSTRUCTOR (CGI)

19 The CGI shall be responsible for the supervision of all ground instructors and for the standardisation of all theoretical knowledge instruction. The CGI shall have a practical background in aviation and have undergone a course of training in instructional techniques or have had extensive previous experience in giving theoretical knowledge instruction.

#### THEORETICAL KNOWLEDGE INSTRUCTORS

20 Theoretical Knowledge Instructors in licence and ratings examination subjects shall have appropriate experience in aviation and shall, before appointment, give proof of their competency by giving a test lecture based on material they have developed for the subjects they are to teach.

#### RECORDS

21 A FTO shall maintain and retain the following records for a period of at least 5 years, using appropriate administrative staff:

- (a) details of ground, flying, and simulated flight training given to individual students;
- (b) detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and
- (c) personal information, e.g. expiry dates of medical certificates, ratings, etc.

22 The format of the student training records shall be specified in the Training Manual.

23 The FTO shall submit training records and reports as required by the Authority.

#### TRAINING PROGRAMME

24 A training programme shall be developed for each type of course offered. This programme shall include a breakdown of flying and theoretical knowledge instruction in either a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training

## Appendix 1a to JAR-FCL 1.055 (continued)

and theoretical knowledge instruction shall be phased in such a manner as to ensure that students shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent training. The content and sequence of the training programme shall be acceptable to the Authority.

## TRAINING AEROPLANES

25 An adequate fleet of training aeroplanes appropriate to the courses of training shall be provided. Each aeroplane shall be fitted with duplicated primary flight controls for use by the instructor and the student. Swing-over flight controls shall not be acceptable. The fleet shall include, as appropriate to the courses of training, aeroplane(s) suitable for demonstrating stalling and spin avoidance and aeroplane(s) suitably equipped to simulate instrument meteorological conditions and suitably equipped for the instrument flight training required.

26 Only aeroplanes approved by the Authority for training purposes shall be used.

## AERODROMES

27 The base aerodrome, and any alternative base aerodrome, at which flying training is being conducted shall have at least the following facilities:

(a) at least one runway or take-off area that allows training aeroplanes to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, as appropriate,

(i) under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area,

(ii) clearing all obstacles in the take-off flight path by at least 50 feet,

(iii) with the powerplant operation and the landing gear and flap operation (if applicable) recommended by the manufacturer, and

(iv) with a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques;

(b) a wind direction indicator that is visible at ground level from the ends of each runway;

(c) adequate runway electrical lighting if used for night training; and

(d) an air traffic control service except where, with the approval of the Authority, the training requirements may be satisfied safely by another means of air/ground communications.

## FLIGHT OPERATIONS ACCOMMODATION

28 The following accommodation shall be available:

(a) An operations room with facilities to control flying operations.

(b) A flight planning room with the following facilities:

- appropriate current maps and charts
- current AIS information
- current meteorological information
- communications to ATC and the operations room
- maps showing standard cross-country routes
- maps showing current prohibited, danger and restricted areas
- any other flight safety related material.

(c) Adequate briefing rooms/cubicles of sufficient size and number.

(d) Suitable offices for the supervisory staff and room(s) to allow flying instructors to write reports on students, complete records, etc.

Appendix 1a to JAR-FCL 1.055 (continued)

- (e) Furnished crew-room(s) for instructors and students.

#### THEORETICAL KNOWLEDGE INSTRUCTION FACILITIES

29 The following facilities for theoretical knowledge instruction shall be available:

- (a) Adequate classroom accommodation for the current student population.
- (b) Suitable demonstration equipment to support the theoretical knowledge instruction.
- (c) An R/T training and testing facility.
- (d) A reference library containing publications giving coverage of the syllabus.
- (e) Offices for the instructional staff.

#### REQUIREMENTS FOR ENTRY TO TRAINING

30 A student accepted for training shall possess the appropriate medical certificate for the licence required and shall meet the entrance requirements set by the FTO, as approved by the Authority.

#### TRAINING MANUAL AND OPERATIONS MANUAL

31 A FTO shall prepare and maintain a Training Manual and a Operations Manual containing information and instructions to enable staff to perform their duties and to give guidance to students on how to comply with course requirements. A FTO shall make available to staff and, where appropriate, to students the information contained in the Training Manual, the Operations Manual and the FTO's approval documentation. The amendment procedure shall be stated and amendments properly controlled.

32 The Training Manuals shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall include the following:

- Part 1 – The Training Plan
- Part 2 – Briefing and Air Exercises
- Part 3 – Synthetic Flight Training
- Part 4 – Theoretical Knowledge Instruction

For further guidance see IEM No. 3 to JAR-FCL 1.055.

33 The Operations Manual shall provide relevant information to particular groups of staff, e.g. FIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc., and shall include the following:

- (a) General
- (b) Technical
- (c) Route
- (d) Staff Training

For further guidance see IEM No. 3 to JAR-FCL 1.055.

[Amdt.2, 01.08.02; Amdt.3, 01.07.03, Amdt.4 01.09.05]

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**Appendix 1b to JAR-FCL 1.055**  
**Partial Training outside JAA Member States**  
(See JAR-FCL 1.055(a)(1))

FTOs partly training outside the territories of a JAA Member State may perform training according to the following:

(a) Provided the requirements set out in this Appendix are met, approval may be granted. Provided that the approving Authority considers proper supervision to be possible, training will be confined to all or part of the ATP integrated course (see Appendix 1 to JAR-FCL 1.300).

(b) The navigation progress test in Phase 3 of the ATP integrated course may be conducted by a locally based flight instructor not connected with the applicant's training, provided that the instructor holds a JAR-FCL licence containing FI(A) or CRI(A) privileges, as appropriate. On completion of the required training, the skill test for a CPL(A) in Phase 4 of the ATP course may be taken with a locally based Flight Examiner (Aeroplane) (FE(A)), provided that the examiner is authorised in accordance with JAR-FCL Subpart I and completely independent from the relevant FTO except with the express consent in writing of the Authority.

(c) The skill test for the instrument rating is to be taken in any JAA Member State at the discretion of the Authority that approves the training. A FTO providing approved training for the instrument rating outside JAA Member States will need to make arrangements for the approved course to include acclimatisation flying in the JAA Member State of the approving Authority or in the airspace of any JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test.

(d) Training for ATPL theoretical knowledge may be given at an FTO conducting approved training outside JAA Member States. The theoretical knowledge examinations for licence or rating issue shall be conducted by the Authority of the State of licence issue (see JAR-FCL 1.485). The arrangements for testing (see JAR-FCL 1.030) shall be carefully considered in regard to their training outside JAA Member States.

(e) Instruction may only be given under the direct control of a CFI(A) or nominated deputy holding a JAR-FCL licence and instructor rating as set out in paragraph 16 of Appendix 1a to JAR-FCL 1.055, who is to be present when training is given in the non JAA Member State.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

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**Appendix 1c to JAR-FCL 1.055****Additional Requirements for training in FTOs whose principal place of business and registered offices are located outside the JAA States**

(See JAR-FCL 1.055(a)(2))

(See Appendix 1 to JAR-FCL 1.300)

## APPROVAL PROCESS

1 FTOs whose principal place of business and registered office are located outside the JAA States wishing to train for JAR-FCL licences and associated ratings shall apply for approval of such courses to a National Aviation Authority of any full JAA Member State. Approval will be subject to the following:

(a) The FTO shall meet the requirements of Appendix 1a to JAR-FCL 1.055 and any additional requirements of this Appendix; and

(b) The Authority to which application has been made considers it possible to discharge its regulatory responsibilities for the approval process and an adequate level of supervision as required by the agreed JAA procedures. The cost and process of approval and supervision shall not put undue burden on the resources of the Authority; and

(c) The approving JAA National Aviation Authority can ensure adequate jurisdiction over the FTO during the approval process and the conduct of subsequent training courses ; and

(d) The National Aviation Authority of the non-JAA State in which the FTO has its principal place of business and registered office may assist the Authority of a JAA Member State in the approval process and provide oversight of training courses subject to an arrangement being agreed between the JAA and that non- JAA State.

2 Subject to satisfactory inspection, the approval of the FTO will be granted for a period of one year, revalidation of the approval may be granted for further periods of one year.

## JURISDICTION

3 In the context of approval of FTOs located outside JAA Member States, the term 'adequate jurisdiction' shall mean that the Authority of the approving State shall be able to:

(a) conduct initial and routine inspections of the FTO located in that non-JAA State to ensure compliance with the requirements of JAR-FCL; and

(b) conduct flight tests and other standardisation checks as deemed necessary by the approving Authority; and

(c) discharge its legal responsibilities for the grant, variation, suspension or revocation of approvals in accordance with the applicable law of the approving JAA Member State.

The approving Authority may, subject to an arrangement between the JAA and the non-JAA Authority of the State in which the FTO has its principal place of business and registered office, delegate responsibility for the provisions of paragraph 3(a) above to that non-JAA Authority.

## FTOs TRAINING FOR PROFESSIONAL LICENCES AND RATINGS

4 Provided that the requirements set out in this Appendix are met, approval may be granted if the approving Authority considers adequate supervision in accordance with JAA procedures to be possible.

5 The skill test for the Instrument Rating shall be conducted in the JAA Member State of the approving Authority. FTOs shall make arrangements for the approved course to include acclimatisation flying within the JAA Member State of the approving Authority or any other JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test with an examiner authorised by the approving Authority.

6 The navigation progress test in Phase 3 of the ATP(A) integrated course may be conducted by a locally-based FI(A) approved by the JAA approving Authority and not connected with the applicant's training, provided that the instructor holds a JAR-FCL licence containing FI(A) privileges, as appropriate. On completion of the required training, the skill test for the CPL(A) in Phase 4 of the ATP integrated course may be taken with a locally-based FE(A) designated and authorised by the JAA approving

Appendix 1c to JAR-FCL 1.055 (continued)

Authority, provided that the examiner is authorised in accordance with JAR-FCL Subpart I and completely independent from the FTO except with the expressed consent in writing of the approving Authority.

#### FTOs TRAINING FOR THE PPL(A) AND ASSOCIATED RATINGS ONLY

7 Provided that the requirements of this Appendix are met, approval to conduct courses for the JAR-FCL PPL(A) and associated ratings may be granted if the approving Authority considers adequate supervision in accordance with JAA procedures to be possible.

8 Training aeroplanes, airfields and navigation training routes used for PPL training shall be acceptable to the approving Authority.

9 On completion of the required training the PPL(A) skill test may be taken by a locally-based FE(A) authorised by the approving Authority provided that the examiner has taken no part in the student's flight instruction.

10 The Training and Operations Manuals required by Appendix 1a to JAR-FCL 1.055 may, for FTOs conducting training for the PPL(A) and associated ratings only, be combined and contain only those references relevant to training for the PPL(A).

#### THEORETICAL KNOWLEDGE

11 Training for theoretical knowledge may be given at a FTO conducting approved training outside the JAA Member States. The theoretical knowledge examinations for licence or rating issue shall be conducted by the approving Authority (see JAR-FCL 1.485).

[Amdt.2, 01.08.02]

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**Appendix 2 to JAR-FCL 1.055****Type Rating Training Organisations for the issue of type ratings only to pilot licence holders or associated instructor ratings/authorisations for TRI, SFI or MCCI**

(See JAR-FCL 1.055)

(See also JAR-FCL 1.261(c) & (d) for approval of courses)

(See IEM No. 1 to JAR-FCL 1.055)

(See IEM No. 2 to JAR-FCL 1.055)

(See IEM No. 3 to JAR-FCL 1.055)

(See AMC FCL 1.261(c)(2))

## INTRODUCTION

1 A Type Rating Training Organisation (TRTO) is an organisation staffed, equipped and operated in a suitable environment offering type rating training, and/or MCC-training, and/or synthetic flight instruction and, if applicable, theoretical instruction for specific training programmes.

2 A TRTO wishing to offer approved training to meet JAR-FCL requirements shall obtain the approval of the Authority of a JAA Member State. No such approval will be granted by the Authority of the Member State unless:

- (a) the Authority can enforce the JAR-FCL requirements;
- (b) the TRTO meets all requirements of JAR-FCL.

This Appendix gives the requirements for the issue, revalidation and variation of the approval of a TRTO.

## OBTAINING APPROVAL

3 A TRTO seeking approval shall provide to the Authority operations and training manuals, including quality systems, and descriptions of its training schemes as required by paragraph 17 and 25 through 27. After consideration of the application, the TRTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the TRTO will initially be granted for a period of one year, revalidation of the approval may be granted for further periods of up to three years (see AMC FCL 1.055 and IEM FCL No. 1 to JAR-FCL 1.055). No Authority is obliged to grant an approval for a TRTO outside the JAA Member States if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on the Authority.

4 All training courses shall be approved (see IEM FCL 1.055 to be developed).

5 Approval will be varied, suspended or revoked by the Authority if any of the approval requirements or standards cease to be maintained to the minimum approved level.

6 If a TRTO wishes to make changes to an approved course or to its operations or training manual the approval of the Authority shall be obtained before the changes are implemented. TRTOs need not advise the Authority of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, the Authority shall be consulted.

7 A TRTO may make training arrangements with other training organisations or make use of alternative base aerodromes as part of its overall training organisation, subject to the approval of the Authority.

## FINANCIAL RESOURCES

8 (a) A TRTO shall satisfy the Authority that sufficient funding is available to conduct training to the approved standards (see IEM No. 2 to JAR-FCL 1.055).

(b) A TRTO shall nominate a person acceptable to the Authority who shall satisfy the Authority that sufficient funding is available to conduct training to the approved standard. Such person shall be known as the accountable manager.

Appendix 2 to JAR–FCL 1.055 (continued)

**INSPECTION**

9 In addition to the initial inspection, the Authority will make certain inspections to determine the TRTO's compliance with JARs and the approval.

10 During such visits, access shall be given by the TRTO to training records, authorisation sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of any report on a visit to a TRTO will be made available to that TRTO.

**MANAGEMENT AND STAFFING**

11 The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the TRTO's Operations Manual.

12 A Head of Training (HT) acceptable to the Authority shall be nominated. The HT's responsibilities shall include ensuring that the TRTO is in compliance with JAR–FCL requirements. This person is ultimately directly responsible to the Authority.

13 The TRTO shall have adequate personnel necessary to accomplish the training objectives. The duties of each instructor shall be identified and documented.

**TYPE RATING INSTRUCTOR**

14 Type Rating Instructors (TRI) shall hold:

- (a) a professional pilot licence and rating(s) related to the flying training courses they are appointed to conduct;
- (b) a type rating instructor rating for the aeroplanes used on the course(s); or
- (c) an authorisation from the Authority to conduct specific training in a TRTO (see JAR–FCL 1.300).

**INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING**

15 For flight training duties on a FTD, instructors shall have instructional experience appropriate to the training courses they are appointed to conduct and hold or have held 3 years prior to the first appointment, a professional pilot licence, except for instructors having an authorisation according to item 3 and/or 4 of Appendix 1 to JAR–FCL 1.005. For multi-pilot type rating and/or MCC flight training on a flight simulator and/or FTD and/or FNPT II, instructors shall hold a TRI rating or a SFI authorisation.

**THEORETICAL KNOWLEDGE INSTRUCTION**

16 The theoretical knowledge instruction shall be conducted by an authorised instructor holding the appropriate type/class rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

**TRAINING STANDARDS**

17 The TRTO shall establish a system to ensure that the training centre operations and training are run efficiently and effectively. The quality system shall determine the effectiveness of TRTO policies, procedures, and training.

**RECORDS**

18 A TRTO shall maintain the following records and retain for a period of at least 5 years, using appropriate administrative staff:



Appendix 2 to JAR-FCL 1.055 (continued)

- (a) pilot trainee's assessments before and during the course;
- (b) details of theoretical knowledge, flying, and simulated flight training given to individual trainees; and
- (c) personal information, (expiry dates of medical certificates, ratings, etc.) related to TRTO's personnel.

19 The format of the trainee's training records shall be specified in the Training Manual.

20 The TRTO shall submit training records and reports as required by the Authority.

#### TRAINING PROGRAMME

21 A training programme shall be developed for each type of course offered. This programme shall include a breakdown of flying and ground training in either a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that trainees shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent flight training.

#### TRAINING AEROPLANES

22 Each aeroplane must be equipped as required in the training specifications concerning the approved course in which it is used.

#### FACILITIES

23 Suitable training facilities shall be provided.

#### REQUIREMENTS FOR ENTRY TO TRAINING

24 The TRTOs shall be responsible for ensuring that trainees meet at least the pre-requisite conditions for type rating training as set out in JAR-FCL 1.250.

#### TRAINING MANUAL AND OPERATIONS MANUAL

25 A TRTO shall provide and maintain a Training Manual and an Operations Manual containing information and instructions to enable staff to perform their duties and to give guidance to trainees on how to comply with course requirements. A TRTO shall make available to staff and, where appropriate, to trainees the information contained in the Training Manual, the Operations Manual and the TRTO's approval documentation. The amendment procedure shall be stated and amendments properly controlled.

26 The Training Manual shall state the standards, objectives and training goal for each phase of training that the trainees are required to comply with, including stating the entry requirements for each course, as applicable. It shall include the following:

- Part 1 – The Training Plan
- Part 2 – Briefing and Air Exercises
- Part 3 – Synthetic Flight Training
- Part 4 – Theoretical Knowledge Instruction

For further guidance see IEM No. 3 to JAR-FCL 1.055.

27 The Operations Manual shall provide relevant information to particular groups of staff, e.g. TRIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc. and shall contain the following:

**SECTION 1**

**JAR-FCL 1**

Appendix 2 to JAR-FCL 1.055 (continued)

- (a) General
- (b) Technical
- (c) Route
- (d) Staff Training

For further guidance see IEM No. 3 to JAR-FCL 1.055.

[Amdt.1, 01.06.00, Amdt.4, 01.09.05]

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**Appendix 3 to JAR-FCL 1.055****Approval of Modular Theoretical Knowledge Distance Learning Courses**

(See Appendix 1 to JAR-FCL 1.130 & 1.135)

(See Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4))

(See Appendix 1 to JAR-FCL 1.205)

(See Appendix 1 to JAR-FCL 1.251)

(See Appendix 1 to JAR-FCL 1.285)

(See AMC FCL 1.055(a))

**TRAINING ORGANISATION**

1. Classroom accommodation shall be available either at the principal place of registration of the training organisation or, subject to the approval of the Authority, within a suitable facility elsewhere. In either case, both classrooms and all associated teaching facilities shall conform to the requirements for organisation approval. Before training commences, approval will be obtained from the Authority to conduct a modular course programme using distance learning.

2. The Head of Training or CGI of an FTO undertaking distance learning shall comply with the requirements of Appendix 1a to JAR-FCL 1.055. All theoretical knowledge instructors shall meet the requirements of JAR-FCL and have appropriate qualification or relevant experience which is satisfactory to the Authority.

3. FTOs delivering only theoretical knowledge training will be subject to the same approval and audit requirements as are applied to FTOs in accordance with Appendix 1a to JAR-FCL 1.055.

4. It is open to the approved FTO to provide some or all of these courses either on a full time attendance basis, or by distance learning. An element of classroom instruction shall be included in all subjects of modular distance learning courses. The amount of time spent in actual classroom instruction shall be not less than 10% of the total duration of the course.

**INSTRUCTORS**

5. All instructors shall be fully conversant in the requirements of the distance learning programme, including the quality assurance system. Their initial training shall take place at the principal place of registration; all subsequent training shall be to the same standard as for resident instructors. Wherever instructors are located, the Quality System shall provide a satisfactory means of monitoring individual performance and adhere to approved training programmes.

**TRAINING COURSES**

6. Distance Learning will only be approved as a component of a course of theoretical knowledge instruction for the following courses:

(a) modular courses of theoretical knowledge instruction for the PPL(A), CPL(A), IR(A) and ATPL(A).

(b) courses of additional theoretical knowledge for a class or type rating for a single pilot high performance aeroplane.

[Amdt.3, 01.07.03]

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**Appendix 1 to JAR-FCL 1.060****National Variants on Curtailment of privileges of licence holders aged 60 years or more**  
(See JAR-FCL 1.060)*National Variants*

The following national variant on JAR-FCL 1.060 has been filed to the JAA:

- France – (F)JAR-FCL 1.060

**(F)JAR-FCL 1.060 Curtailment of privileges of licence holders aged 60 years or more (France)**

(a) According to ICAO Annex 1 standards, the holder of a pilot licence who has attained the age of 60 shall not act as pilot-in-command of an aircraft engaged in commercial air transport operations in the airspace of France.

(b) The holder of a pilot licence who has attained the age of 60 shall not act as a pilot of an aircraft in commercial air transport operations under the jurisdiction of the French National Aviation.

- Italy – (I)JAR-FCL 1.060

**(I)JAR-FCL 1.060 Curtailment of privileges of licence holders aged 60 years or more (Italy)**

The holder of a pilot licence who has attained the age of 60 shall not act as a pilot of an aircraft engaged in commercial air transport.

- Portugal – (P)JAR-FCL 1.060

**(P)JAR-FCL 1.060 Curtailment of privileges of licence holders aged 60 years or more (Portugal)**

The holder of a pilot licence who has attained the age of 60 shall not act as a pilot of an aircraft engaged in commercial air transport.

- Hungary – (H)JAR-FCL 1.060

**(H)JAR-FCL 1.060 Curtailment of privileges of licence holders aged 60 years or more (Hungary)**

The holder of a pilot licence who was age of 60 shall not act as a pilot of an aircraft engaged in commercial air transport operations except:

(a) As a member of a multi-pilot crew and provided that,

(b) Such holder is the only pilot in the flight crew who has attained age 60.

The person who was age of 62 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

[Amdt.4, 01.09.05, Amdt.5, 01.03.06]

**Appendix 1 to JAR-FCL 1.075**  
**Specifications for flight crew licences**  
(See IEM FCL 3.100)

GENERAL

- 1 A valid licence including a valid medical certificate has always to be carried by the pilot when exercising the privileges of the licence.
- 2 A document containing a photo shall be carried for purposes of identification of the holder of the licence.
- 3 Any medical endorsements (e.g. use of spectacles, etc.) will be entered on the medical certificate (see JAR-FCL 3 IEM FCL 3.100) and at the discretion of the Authority in the licence.
- 4 In this subpart, the 'Authority' is the Authority of the State of licence issue.

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**STANDARD JAA LICENCE FORMAT**

Cover page

Authority name and logo (English and national language)
JOINT AVIATION AUTHORITIES (English only)
FLIGHT CREW LICENCE (english and national language)
Issued in accordance with ICAO and JAR-FCL standards (English and national language)

*Requirements*

*Size of each page shall be not less than one eighth A4*

Page 2

<b>I</b>	<b>State of issue</b>
<b>III</b>	<b>Licence number</b>
<b>IV</b>	<b>Last and first name of holder</b>
<b>XIV</b>	<b>Date (see instructions) and Place of birth</b>
<b>V</b>	<b>Address</b> Street, town, area, zip code
<b>VI</b>	<b>Nationality</b>
<b>VII</b>	<b>Signature of holder</b>
<b>VIII</b>	<b>Issuing Authority</b> e.g. This CPL(A) has been issued on the basis of an ATPL issued by ..... (non-JAA State) .....
<b>X</b>	<b>Signature of issuing officer and date</b>
<b>XI</b>	<b>Seal or stamp of issuing Authority</b>

*Requirements*

*Licence number will always commence with the U.N. country code of the State of licence issue.*

*Standard date format is to be used, i.e. day / month / year in full (e.g., 21/01/1995)*

*See JAR-FCL 1.070*

<b>II</b>	<b>Titles of licences, date of initial issue and country code</b>
<b>IX</b>	<b>Validity:</b> This licence is to be re-issued not later than ..... The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. By the application of JAR-FCL 1.015(a)(1), the licence holder is entitled to exercise licence privileges on aircraft registered in any Member State of the Joint Aviation Authorities. A document containing a photo shall be carried for the purposes of identification of the licence holder.
<b>XII</b>	<b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English (other languages specified).
<b>XIII</b>	<b>Remarks:</b> e.g. valid only on aeroplanes registered in the State of licence issue. [Language Proficiency: (language(s))]

Abbreviations used will be as used in JAR-FCL (e.g. PPL(H), ATPL(A), etc.)  
Standard date format is to be used, i.e. day / month / year in full (e.g., 21/01/1995)

Re-issue is to be not later than 5 years from the date of initial issue shown in item II.

This document is not specified, but a passport would suffice when outside the State of licence issue.

All additional licensing information required by ICAO, EC Directive / Regulations or JARs to be entered here

[Language proficiency endorsement(s) shall be included.]

<b>XII Ratings to be revalidated</b>	
<b>Class/Type/IR</b>	<b>Remarks / Restrictions</b>
.....	.....
.....	.....
.....	.....
.....	.....
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.....	.....
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.....	.....
<b>Instructors</b>	
.....	.....
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.....	.....
.....	.....

*Requirements*

These pages are intended for use by the Authority to state requirements following the initial issue of ratings, or the renewal of expired ratings.

Initial issues and renewal of ratings will always be entered by the Authority.

Operational limitations will be entered in the Remarks / Restrictions against the appropriate restricted privilege, e.g. IR skill test taken with co-pilot, restricted instruction privileges to one aircraft type, etc. Medical limitations, conditions and variations (e.g. valid only as co-pilot) will be entered as stated in the medical certificate (see IEM FCL 3.100).

Appendix 1 to JAR–FCL 1.075 (continued)

Pages 5, 6 and 7:

*For revalidation of proficiency checks for type, class and instrument ratings, the standard JAA licence format allows for these pages to have entries made in the licence by the examiner undertaking the proficiency checks. Alternatively, at the discretion of the Authority, revalidating entries may only be made by that Authority.*

*Instructor ratings and SE piston class ratings may also at the discretion of the Authority be revalidated in the licence by the Examiner who forms a part of the revalidation process. If an Examiner is not involved in the revalidation process, the rating entry will be made by the Authority.*

*Ratings that are not validated will be removed from the licence at the discretion of the Authority and not later than 5 years from the last revalidation.*

XII

Rating	Date of test	Valid until	Examiners authorisation no.	Examiners signature

*(Each page will contain 10 spaces for initial issue and revalidation of ratings)*

Page 8:

Abbreviations used in this licence	

*e.g. ATPL (Airline Transport Pilot Licence), CPL (Commercial Pilot Licence), IR (Instrument rating), R/T (Radio Telephony), MEP (Multi-engine piston aeroplanes), FI (Flight Instructor), TRE (Type Rating Examiner), etc...*

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05; Amdt.7, 01.12.06]



**SUBPART B – STUDENT PILOT (Aeroplane)****JAR-FCL 1.085 Requirements**

(a) A student pilot shall meet requirements specified by the Authority in the State in which the student intends to train. In prescribing such requirements the Authority shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.

(b) A student pilot shall not fly solo unless authorised by a flight instructor.

**JAR-FCL 1.090 Minimum age**

A student pilot shall be at least 16 years of age before the first solo flight.

**JAR-FCL 1.095 Medical fitness**

A student pilot shall not fly solo unless that student pilot holds a valid Class 1 or Class 2 medical certificate.

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## SUBPART C – PRIVATE PILOT LICENCE (Aeroplane) – PPL(A)

JAR-FCL 1.120 (continued)

**JAR-FCL 1.100 Minimum age**

An applicant for a PPL(A) shall be at least 17 years of age.

**JAR-FCL 1.105 Medical fitness**

An applicant for a PPL(A) shall hold a valid Class 1 or Class 2 medical certificate. In order to exercise the privileges of a PPL(A) a valid Class 1 or Class 2 medical certificate shall be held.

**JAR-FCL 1.110 Privileges and conditions**

(a) *Privileges.* Subject to any other conditions specified in JARs, the privileges of the holder of a PPL(A) are to act, but not for remuneration, as pilot-in-command or co-pilot of any aeroplane engaged in non-revenue flights.

**(b) Conditions**

(1) An applicant for a PPL(A) who has complied with the conditions specified in JAR-FCL 1.100, 1.105, 1.120, 1.125(a) and (b), 1.130[ ], 1.135 [and, if applicable, 1.010(a)(4)] shall have fulfilled the requirements for the issue of a PPL(A) including at least the class/type rating for the aeroplane used in the skill test.

(2) If the privileges of the licence are to be exercised at night, the holder shall have complied with JAR-FCL 1.125(c).

[Amdt.1, 01.06.00; Amdt.7, 01.12.06]

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[Amdt. 1, 01.06.00]

**JAR-FCL 1.120 Experience and crediting**

(See Appendix 1 to JAR-FCL 1.125)

An applicant for a PPL(A) shall have completed at least 45 hours flight time as a pilot of aeroplanes; a total of 5 hours of this 45 hours may have been completed in a BITD (see Appendix 1 to JAR-FCL 1.125), a FNPT or a flight simulator. Holders of pilot licences or equivalent privileges for helicopters, microlight helicopters, gyroplanes and microlights having fixed wings and moveable aerodynamic control

surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A).

[Amdt. 4, 01.09.05]

**JAR-FCL 1.125 Training course**

(See Appendix 1, 2 &amp; 3 to JAR-FCL 1.125)

(See AMC FCL 1.125)

(a) *General.* An applicant for a PPL(A) shall complete at an FTO or an accepted registered facility the required instruction in accordance with the syllabus as set out in Appendix 1 to JAR-FCL 1.125. The requirements for registration are set out in Appendix 2 and 3 to JAR-FCL 1.125.

(b) *Flight instruction.* An applicant for a PPL(A) shall have completed on aeroplanes, having a certificate of airworthiness issued or accepted by a JAA Member State, at least 25 hours dual instruction and at least 10 hours of supervised solo flight time, including at least five 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. When the applicant has been credited for pilot-in-command flight time on other aircraft in accordance with JAR-FCL 1.120, the requirement for dual instruction on aeroplanes may be reduced to not less than 20 hours.

(c) *Night qualification.* If the privileges of the licence are to be exercised at night, at least five additional hours flight time in aeroplanes shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and five solo take-offs and five solo full-stop landings. This qualification will be endorsed on the licence.

**JAR-FCL 1.130 Theoretical knowledge examination**

(See Appendix 1 to JAR-FCL 1.130 &amp; 1.135)

The applicant for a PPL(A) shall have demonstrated to the Authority a level of theoretical knowledge appropriate to the privileges granted to the holder of a PPL(A). The

JAR-FCL 1.130 (continued)

requirements and procedures for the theoretical knowledge examinations are set out in Appendix 1 to JAR-FCL 1.130 & 1.135.

**JAR-FCL 1.135 Skill**

(See JAR-FCL 1.125(a))  
(See Appendix 1 to JAR-FCL 1.130 & 1.135, and Appendix 2 to JAR-FCL 1.135)

An applicant for a PPL(A) shall have demonstrated the ability to perform, as pilot-in-command of an aeroplane, the relevant procedures and manoeuvres described in Appendix 1 to JAR-FCL 1.130 & 1.135 with a degree of competency appropriate to the privileges granted to the holder of a PPL(A). The skill test shall be taken within six months of completing the flight instruction (see JAR-FCL 1.125(a)).

[Amdt. 1, 01.06.00; Amdt. 4, 01.09.05]

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**Appendix 1 to JAR-FCL 1.125**  
**PPL(A) training course – Summary**  
(See JAR-FCL 1.125)  
(See AMC FCL 1.125)

1 The aim of the PPL(A) course is to train the student pilot to fly safely and efficiently under Visual Flight Rules.

#### THEORETICAL KNOWLEDGE INSTRUCTION

2 The theoretical knowledge syllabus of the PPL(A) course shall cover the following :

Air Law, Aircraft General Knowledge, Flight Performance and Planning, Human Performance and Limitations, Meteorology, Navigation, Operational Procedures, Principles of Flight and Communication.

Further details of all theoretical knowledge instruction are set out in AMC FCL 1.125.

#### FLIGHT INSTRUCTION

3 The PPL(A) flight instruction syllabus shall cover the following:

(a) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

(b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(c) control of the aeroplane by external visual reference;

(d) flight at critically slow airspeeds, recognition of, and recovery from, incipient and full stalls;

(e) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;

(f) normal and crosswind take-offs and landings;

(g) maximum performance (short field and obstacle clearance) take-offs, short-field landings;

(h) flight by reference solely to instruments, including the completion of a level 180 degrees turn (this training may be conducted by a FI(A) or STI(A));

(i) cross-country flying using visual reference, dead reckoning and radio navigation aids;

(j) emergency operations, including simulated aeroplane equipment malfunctions; and

(k) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.

#### BASIC INSTRUMENT TRAINING DEVICES (BITD)

4 A BITD may be used for flight training for:

- flight by reference solely to instruments;
- navigation using radio navigation aids (see exercises paragraph 3 above); and
- basic instrument flight (see AMC FCL 1.125, exercises 18C and 19)

The use of the BITD is subjected to the following:

- the training shall be complemented by exercises on an aeroplane;
- the record of the parameters of the flight must be available; and
- A FI(A) or STI(A) shall conduct the instruction.

Appendix 1 to JAR-FCL 1.125 (continued)

#### TRAINING AEROPLANES

5 An adequate fleet of training aeroplane(s) appropriate to the courses of training, equipped and maintained to the relevant JAR standards shall be provided. Training conducted on aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State will enable an applicant to obtain a single-engine piston class rating for licence issue. Training conducted on a touring motor glider certificated to JAR-22 will enable an applicant to obtain a touring motor glider class rating for licence issue. Each aeroplane shall be fitted with duplicated primary flight controls for use by the instructor and the student: swing-over flight controls shall not be acceptable. The fleet should include, as appropriate to the courses of training, aeroplane(s) suitable for demonstrating stalling and spin avoidance and aeroplane(s) suitably equipped to simulate instrument meteorological conditions.

Aeroplanes used for training shall be approved by the Authority for training purposes.

#### AERODROMES

6 The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

(a) Have at least one runway or take-off area that allows training aeroplane to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, as appropriate:

(i) under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area;

(ii) clearing all obstacles in the take-off flight path by at least 50 feet;

(iii) with the powerplant operation and the landing gear and flap operation (if applicable) recommended by the manufacturer; and

(iv) with a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.

(b) Have a wind direction indicator that is visible at ground level from the ends of each runway.

(c) Have adequate runway lights if used for night training.

(d) Have available a means of air/ground communications acceptable to the Authority.

For all details see AMC FCL 1.125.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05, Amdt.5, 01.03.06]

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**Appendix 2 to JAR-FCL 1.125****Registration of facilities for PPL instruction only**

(See JAR-FCL 1.125)

1 Application for acceptance of registration shall be made by the owner or responsible person in charge of the facility to the Authority of the JAA Member State in which the facility is located which will provide the applicant with a registration form.

2 The application form for registration shall contain the information as shown in Appendix 3 to JAR-FCL 1.125.

3 Upon receipt of the completed application form the Authority of the JAA Member State in which the facility is located will register the facility to conduct PPL training within that State, without formal approval procedure, at the discretion of the Authority unless it has reason to doubt that the instruction can be carried out safely. The Authority will inform the applicant to this effect.

4 Any changes to the information entered on this form shall be communicated to the Authority.

5 The facility will remain registered until the Authority is informed by its operator that PPL training is to cease, or the Authority establishes that instruction is not being carried out safely and/or in compliance with JAR-FCL. In both these situations the registration of the facility will be revoked.

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**Appendix 3 to JAR-FCL 1.125****Contents of an application form for registration of a facility for PPL instruction**

(See JAR-FCL 1.115)

(See JAR-FCL 1.125)

a	Name and address under which the facility operates, i.e. Club, School, Group;
b	Name of Owner(s);
c	Date of intended commencement of operations;
d	Name, address and telephone number of FI's and qualifications;
e	(i) Name and address of aerodrome, if applicable, from which training operations are to be conducted; (ii) Name of aerodrome operator;
f	List of aeroplanes to be used, including any means of synthetic flight instruction (if applicable) to be used by the facility, stating:  Class of aeroplanes, Registration(s), Registered Owner(s), C of A Categories;
g	Type of training to be conducted by the facility:  Theoretical instruction for PPL(A) Flight instruction for PPL(A) Night qualification Single-engine piston and TMG Class ratings others (specify) (see JAR-FCL 1.017)
h	Details of aircraft insurance held;
i	State whether your facility intends to operate full or part time;
j	Any additional information the Authority may require;
k	A declaration below by the applicant that the information provided in (a) to (j) above is correct and that training will be conducted in accordance with JAR-FCL.
Date:	
Signature:	

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

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**Appendix 1 to JAR-FCL 1.130 & 1.135****Theoretical knowledge examination and skill test for the PPL(A)**

(See JAR-FCL 1.130 and 1.135)

(See Appendix 1 to JAR-FCL 1.125)

(See IEM FCL 1.135)

## THEORETICAL KNOWLEDGE EXAMINATION

1 The procedures for the conduct of the PPL examination will be determined by the Authority. This examination shall be in written form and may be taken on one or more days at the discretion of the Authority and shall comprise nine Subjects as indicated below. There shall be a total of at least 120 questions. An examination paper may cover several subjects:

<b>Subject</b>	
Air Law and ATC Procedures	Subdivision of times is at the discretion of the Authority
Aircraft General Knowledge	
Flight Performance and Planning	
Human Performance and Limitations	
Meteorology	
Navigation	
Operational Procedures	
Principles of Flight	
Communications	
Total	

Communication practical classroom testing may be conducted at the discretion of the Authority.

2 The majority of the questions shall be multiple choice.

3 The examinations will be provided in the language(s) considered appropriate by the Authority. The Authority shall inform applicants of the language(s) in which the examinations will be conducted.

4 A pass in a Subject will be awarded to an applicant achieving at least 75% of the marks allocated to that Subject. Marks shall only be awarded for correct answers.

5 Subject to any other conditions in JAR-FCL, an applicant shall be deemed to have successfully completed the theoretical examinations for the PPL(A) when awarded a pass in all parts within a period of 18 months, counted from the end of the calendar month when the applicant first attempted an examination. A pass in the theoretical knowledge examination will be accepted for the grant of the private pilot licence during the 24 months from the date of successfully completing the examinations.

## SKILL TEST

6 An applicant for a skill test for the PPL(A) shall have received instruction on the same class/type of aeroplane to be used for the skill test. The applicant shall be permitted to choose to take the test on a single-engine aeroplane or, subject to the experience requirement in JAR-FCL 1.255 or 1.260 of 70 hours flight time as pilot-in-command, on a multi-engine aeroplane. The aeroplane used for the skill test shall meet the requirements for training aeroplanes (see Appendix 1 to JAR-FCL 1.125).

7 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority.

8 An applicant shall pass sections 1 through 5 of the skill test, and section 6 if a multi-engine aeroplane is used. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Appendix 1 to JAR-FCL 1.130 & 1.135 (continued)

9 Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

#### CONDUCT OF THE TEST

10 The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

11 Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

12 Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

13 An applicant shall be required to fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

14 The route to be flown for the navigation test shall be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the navigation section of the test, as set out in Appendix 2 to JAR-FCL 1.135 shall be at least 60 minutes and may, as agreed between applicant and FE, be flown as a separate test.

15 An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

16 The FE will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

#### FLIGHT TEST TOLERANCE

17 The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

18 The following limits are for general guidance. The FE will make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

#### Height

normal flight	± 150 feet
with simulated engine failure	± 200 feet

#### Heading / Tracking of radio aids

normal flight	± 10°
with simulated engine failure	± 15°

Appendix 1 to JAR-FCL 1.130 & 1.135 (continued)

Speed

take-off and approach	+15/-5 knots
all other flight regimes	± 15 knots

CONTENT OF THE SKILL TEST

19 The skill test contents and sections set out in Appendix 2 to JAR-FCL 1.135 shall be used for the skill test for the issue of a PPL(A) on single-engine and multi-engine aeroplanes. The format and application form for the skill test may be determined by the Authority (see IEM FCL 1.135).

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

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**Appendix 2 to JAR-FCL 1.135****Contents of the skill test for the issue of a PPL(A)**

(See JAR-FCL 1.135)

(See IEM FCL 1.135)

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
Use of checklist, airmanship (control of aeroplane by external visual reference, anti/de-icing procedures, etc.) apply in all sections.	
a	Pre-flight documentation and weather brief
b	Mass and balance and performance calculation
c	Aeroplane inspection and servicing
d	Engine starting and after starting procedures
e	Taxiing and aerodrome procedures, pre take-off procedures
f	Take-off and after take-off checks
g	Aerodrome departure procedures
h	ATC liaison – compliance, R/T procedures
<b>SECTION 2 GENERAL AIRWORK</b>	
a	ATC liaison – compliance, R/T procedure
b	Straight and level flight, with speed changes
c	Climbing: <ul style="list-style-type: none"> <li>i. Best rate of climb</li> <li>ii. Climbing turns</li> <li>iii. Leveling off</li> </ul>
d	Medium (30° bank) turns
e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)
f	Flight at critically low airspeed with and without flaps
g	Stalling: <ul style="list-style-type: none"> <li>i. Clean stall and recover with power</li> <li>ii. Approach to stall descending turn with bank angle 20°, approach configuration</li> <li>iii. Approach to stall in landing configuration</li> </ul>

Appendix 2 to JAR-FCL 1.135 (continued)

h	Descending: i. With and without power ii. Descending turns (steep gliding turns) iii. Leveling off
<b>SECTION 3 EN-ROUTE PROCEDURES</b>	
a	Flight plan, dead reckoning and map reading
b	Maintenance of altitude, heading and speed
c	Orientation, timing and revision of ETAs, log keeping
d	Diversion to alternate aerodrome (planning and implementation)
e	Use of radio navigation aids
f	Basic instrument flying check (180° turn in simulated IMC)
g	Flight management (checks, fuel systems and carburetor icing, etc.) ATC liaison – compliance, R/T procedures
<b>SECTION 4 APPROACH AND LANDING PROCEDURES</b>	
a	Aerodrome arrival procedures
b	* Precision landing (short field landing), cross wind, if suitable conditions available
c	* Flapless landing
d	* Approach to landing with idle power (SINGLE ENGINE ONLY)
e	Touch and go
f	Go-around from low height
g	ATC liaison – compliance, R/T procedures
h	Actions after flight

Appendix 2 to JAR-FCL 1.135 (continued)

<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with Sections 1 through 4.	
a	Simulated engine failure after take-off (SINGLE-ENGINE ONLY)
b	* Simulated forced landing (SINGLE-ENGINE ONLY)
c	Simulated precautionary landing (SINGLE-ENGINE ONLY)
d	Simulated emergencies
e	Oral questions
<b>SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS</b>	
This section may be combined with Sections 1 through 5.	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator)
b	Asymmetric approach and go-around
c	Asymmetric approach and full stop landing
d	Engine shutdown and restart
e	ATC liaison – compliance, R/T procedures, Airmanship
f	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable: <ul style="list-style-type: none"> <li>i. Aeroplane systems including handling of auto pilot</li> <li>ii. Operation of pressurisation system</li> <li>iii. Use of de-icing and anti-icing system</li> </ul>
g	Oral questions

\* some of these items may be combined at the discretion of the Flight Examiner.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

## SUBPART D – COMMERCIAL PILOT LICENCE (Aeroplane) – CPL(A)

JAR-FCL 1.155 (continued)

**JAR-FCL 1.140 Minimum age**

An applicant for a CPL(A) shall be at least 18 years of age.

**JAR-FCL 1.145 Medical fitness**

An applicant for a CPL(A) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the CPL(A) a valid Class 1 medical certificate shall be held.

**JAR-FCL 1.150 Privileges and conditions**

(a) *Privileges.* Subject to any other conditions specified in JARs, the privileges of the holder of a CPL(A) are to:

- (1) exercise all the privileges of the holder of a PPL(A);
- (2) act as pilot-in-command or co-pilot of any aeroplane engaged in operations other than commercial air transportation;
- (3) act as pilot-in-command in commercial air transportation of any single-pilot aeroplane;
- (4) act as co-pilot in commercial air transportation.

(b) *Conditions.* An applicant for a CPL(A) who has complied with the conditions specified in JAR-FCL 1.140, 1.145 [ ], 1.155 [ ], 1.160, 1.165,] 1.170 [and, if applicable, 1.010(a)(4)] shall have fulfilled the requirements for the issue of a CPL(A) including at least the class/type rating for the aeroplane used in the skill test and, if an instrument rating course and test completed in accordance with JAR-FCL 1 Subpart E are included, the instrument rating.

[Amdt.2, 01.08.02; Amdt.4, 01.09.05; Amdt.7, 01.12.06]

**JAR-FCL 1.155 Experience and crediting**

(See JAR-FCL 1.050(a)(3))  
 (See Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) through ([ ] [4]))  
 [(See Appendix 1 and 2 to JAR-FCL 1.170)]  
 [(See Appendix 1 to JAR-FCL 1.205)]  
 [(See JAR-FCL 1.510(a)(2))]  
 (See AMC FCL 1.160 & 1.165(a)(1) through (3))

(a) *Integrated courses*

(1) *Experience.* An applicant for a CPL(A) who has satisfactorily followed and completed an integrated flying training course shall have completed as a pilot of aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State at least 150 hours of flight time.

(2) *Crediting.* For details on crediting of flight time required in (a)(1), see paragraph 4 in Appendix 1 to JAR-FCL 1.160 and 1.165(a)(1), paragraph 4 in Appendix 1 to JAR-FCL 1.160 and 1.165(a)(2) or paragraph 4 in Appendix 1 to JAR-FCL 1.160 and 1.165(a)(3).

(b) *Modular course.*

(1) *Experience.* An applicant for a CPL(A) who is not a graduate from an integrated flying training course shall have completed as a pilot on aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State at least 200 hours of flight time.

(2) *Crediting.* From the 200 hours of flight time:

- (i) 30 hours as pilot-in-command holding a PPL(H) on helicopters; or
- (ii) 100 hours as pilot-in-command holding a CPL(H) on helicopters; or
- (iii) 30 hours as pilot-in-command in touring motor gliders or gliders.

(c) *Flight time.* The applicant shall have completed in aeroplanes during the integrated course 150 hours of flight time (see also JAR-FCL 1.050(a)(3)) and the modular course 200 hours of flight time including at least:

(1) 100 hours as pilot-in-command, or 70 hours as pilot-in-command if completed during a course of integrated flying training as set out in Appendix 1 to JAR-FCL 1.160 & 1.165(a) (1) through (3) and AMC FCL 1.160 & 1.165(a) (1), (2) and (3);

(2) 20 hours of VFR cross-country flight time as pilot-in-command, including a cross-country flight totalling at least 540 km (300 NM) in the course of which full-stop landings at two aerodromes different from the aerodromes of departure shall be made;

JAR-FCL 1.155(c) (continued)

(3) 10 hours of instrument instruction time, of which not more than 5 hours is to be instrument ground time; and

(4) 5 hours of night flight time, as set out in JAR-FCL 1.165(b).

[(d) An applicant holding a Course Completion Certificate for the Basic Instrument Flight module, as set out in Appendix 1 to JAR-FCL 1.205, may be credited up to 10 hours towards the required instrument instruction time in the integrated or modular course.]

[(e) *MPL(A) holders.* Before exercising the privileges of a CPL(A), the holder of a MPL(A) shall have completed in aeroplane:

(1) 70 hours, either as pilot-in-command, or made up by not less than 10 hours as pilot-in-command and the necessary additional flight time as PICUS, of which 20 hours shall be of VFR cross-country flight time as pilot-in-command, or cross-country time made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision. This shall include a VFR cross-country flight of not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as pilot-in-command;

(2) the elements of the CPL(A) modular course as specified in Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4) paragraphs 11(a) and 12; and

(3) the CPL(A) skill test on either a single-engine or a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.170.]

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05; Amdt.7, 01.12.06]

**JAR-FCL 1.160 Theoretical knowledge**  
(See Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) through (4))

(a) *Course.* An applicant for a CPL(A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO). The course should be combined with a flying training course as set out in JAR-FCL 1.165.

(b) *Examination.* An applicant for a CPL(A) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and shall meet the

JAR-FCL 1.160(b) (continued)

requirements set out in JAR-FCL 1 (Aeroplane) Subpart J.

(c) An applicant who has undertaken an integrated flying training course shall demonstrate at least the level of knowledge required by that course, as set out in the relevant Appendix 1 to JAR-FCL 1.160 & 1.165(a) (1) through (3).

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

**JAR-FCL 1.165 Flight instruction**  
(See Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) through (4) and AMC FCL 1.160 & 1.165(a)(1) through (4))

(a) *Course.* An applicant for a CPL(A) shall have completed an approved course of integrated or modular flying training on aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State at an approved flying training organisation. The course should be combined with a theoretical knowledge training course. For details of the approved courses see as follows:

(1) ATP(A) integrated course – Appendix 1 JAR-FCL 1.160 and 1.165(a)(1) and AMC FCL 1.160 & 1.165(a)(1);

(2) CPL(A)/IR integrated course – Appendix 1 to JAR-FCL 1.160 and 1.165(a)(2) and AMC FCL 1.160 & 1.165(a)(2);

(3) CPL(A) integrated course – Appendix 1 to JAR-FCL 1.160 & 1.165(a)(3) and AMC FCL 1.160 & 1.165(a)(3); and

(4) CPL(A) modular course – Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4) and AMC FCL 1.160 & 1.165(a)(4).

(b) *Night training.* The applicant shall have completed at least 5 hours flight time in aeroplanes at night comprising at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation, and 5 solo take-offs and 5 full-stop landings.

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**JAR-FCL 1.170 Skill**

(See Appendices 1 and 2 to JAR-FCL 1.170)

(See Appendix 1 to JAR-FCL 1.160 and 1.165(a)(1) through (4))

An applicant for a CPL(A) shall have demonstrated the ability to perform, as pilot-in-command of an aeroplane, the relevant procedures and manoeuvres described in Appendices 1 and 2 to JAR-FCL 1.170 with a degree of competency appropriate to the privileges granted to the holder of a CPL(A). An applicant shall take the skill test as required by the relevant Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) through (4).

[Amdt.1, 01.06.00]

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**Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1)****ATP(A) integrated course**

(See JAR-FCL 1.160, 1.165 & 1.170)

(See Appendix 1 and 2 to JAR-FCL 1.170)

(See Appendix 1 and 2 to JAR-FCL 1.210)

(See AMC FCL 1.160 & 1.165(a)(1))

(See Appendix 1 to JAR-FCL 1.470)

(See IEM FCL 1.170)

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

2 An applicant wishing to undertake an ATP(A) integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 12 and 36 months. Special arrangements may be made with the approval of the Authority to extend the course beyond 36 months where additional flying training or ground instruction is provided by the FTO.

4 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(A) or PPL(H) entrant, 50% of the aircraft hours flown by the entrant prior to the course may be credited towards the required flight instruction (JAR-FCL 1.165(a)(1) and Appendix 1 to JAR-FCL 1.165(a)(1), paragraph 13) up to a credit of 40 hours flying experience or 45 hours if an aeroplane night flying qualification has been obtained, of which up to 20 hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 1.160 & 1.165(a)(1), phase 2 & 3) to be flown in a helicopter or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire ATP(A) course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence and, if applicable, an instrument rating.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English, to facilitate an understanding of the theoretical knowledge instruction content of the course. The required level of English shall be in accordance with Appendix 1 to JAR-FCL 1.200.

8 The course shall comprise:

- (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
- (b) visual and instrument flying training; and
- (c) training in multi-crew co-operation for the operation of multi-pilot aeroplanes.

9 The successful completion of the theoretical knowledge examination(s) at paragraph 12 and of the skill test(s) at paragraph 14 fulfil the theoretical knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the aeroplane(s) used in the test(s) and a multi-engine instrument rating (A).

**THEORETICAL KNOWLEDGE**

10 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved ATP(A) theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

The 750 hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) (continued)

<i>Subject</i>	<i>hours</i>
Air Law	40
Aircraft General Knowledge	80
Flight Performance & Planning	90
Human Performance & Limitations	50
Meteorology	60
Navigation	150
Operational Procedures	20
Principles of Flight	30
Communications	30

Other sub-division of hours may be agreed between the Authority and the FTO.

11 MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

#### THEORETICAL KNOWLEDGE EXAMINATION

12 An applicant shall demonstrate the level of knowledge appropriate to the privileges of the holder of an ATPL(A), in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J.

#### FLYING TRAINING

13 The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:

(a) 95 hours of dual instruction of which up to 55 hours may be instrument ground time;

(b) [ ] [70] hours as pilot-in-command including [ ] VFR flight and [ ] instrument flight time as student pilot-in-command (SPIC). (SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time);

(c) 50 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling at least 540 km (300 NM) in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;

(d) 5 hours flight time in aeroplanes shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and

(e) 115 hours of instrument time comprising [ ], at least [ ]:

(i) 50 hours of instrument flight instruction of which up to 25 hours may be instrument ground time in a FNPT I, or 40 hours if the instrument ground training is conducted in an FNPT II or flight simulator. With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.

(ii) [ ] [20] hours as SPIC; and

(iii) 15 hours multi-crew co-operation, for which a flight simulator or FNPT II may be used.

See AMC-FCL 1.160 & 1.165(a)(1) for the flight instruction syllabus.

#### SKILL TESTS

14 On completion of the related flying training the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.170 and the instrument rating skill test on a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.210 and such other tests as are required by JAR-FCL 1.262(c).

[Amdt.1, 01.06.00; Amdt.2, 01.08.02, Amdt.4, 01.09.05; Amdt.7, 01.12.06]

**Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2)****CPL(A)/IR integrated course**

(See JAR-FCL 1.160, 1.165 & 1.170)

(See Appendix 1 and 2 to JAR-FCL 1.170)

(See Appendix 1 and 2 to JAR-FCL 1.210)

(See AMC FCL 1.160 & 1.165(a)(2))

(See Appendix 1 to JAR-FCL 1.470)

(See IEM FCL 1.170)

1 The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transportation and to obtain the CPL(A)/IR.

2 An applicant wishing to undertake a CPL(A)/IR integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 9 and 30 months.

4 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(A) or PPL(H) entrant, 50% of the aircraft hours flown by the entrant prior to the course may be credited towards the required flight instruction (JAR-FCL 1.165(a)(2) and Appendix 1 to JAR-FCL 1.165(a)(2), paragraph 12) up to a credit of 40 hours flying experience or 45 hours if an aeroplane night flying qualification has been obtained, of which up to 20 hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 1.160 & 1.165(a)(2), phase 2 & 3) to be flown in a helicopter or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire CPL(A)/IR course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence and, if applicable, an instrument rating.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English to facilitate an understanding of the theoretical knowledge instruction content of the course. The required level of English shall be in accordance with Appendix 1 to JAR-FCL 1.200.

8 The course shall comprise:

- (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and
- (b) visual and instrument flying training.

9 The successful completion of the theoretical knowledge examination(s) at paragraph 11 and of the skill test at paragraph 13 fulfill the theoretical knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the aeroplane(s) used in the test(s) and either a multi-engine or a single engine instrument rating (A).

**THEORETICAL KNOWLEDGE**

10 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. The 500 hours (1 hour = 60 minutes instruction) of instruction shall be divided in such a way that in each subject the minimum hours are:

Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2) (continued)

<i>Subject</i>	<i>hours</i>
Air Law	30
Aircraft General Knowledge	50
Flight Performance & Planning	60
Human Performance & Limitations	15
Meteorology	40
Navigation	100
Operational Procedures	10
Principles of Flight	25
Communications	30

Other sub-divisions of hours may be agreed between the Authority and the FTO.

#### THEORETICAL KNOWLEDGE EXAMINATION

11 An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(A) and an instrument rating, in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J.

#### FLYING TRAINING

12 The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:

(a) 80 hours of dual instruction of which up to 40 hours may be instrument ground time;

(b) [ ] [70] hours as pilot-in-command including [ ] VFR flight and [ ] instrument flight time as student pilot-in-command (SPIC). (SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time);

(c) 50 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling at least 540 km (300 NM) in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;

(d) 5 hours flight time in aeroplanes shall be completed at night comprising at least 3 hours of dual instruction including at least one hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and

(e) 100 hours of instrument time comprising [ ], at least [ ]:

(i) 50 hours of instrument flight instruction of which up to 25 hours may be instrument ground time in a FNPT I or 40 hours if all the instrument ground training is conducted in an FNPT II or flight simulator. With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.

(ii) [ ] [20] hours as SPIC.

See AMC FCL 1.160 & 1.165(a)(2) for the flight instruction syllabus.

#### SKILL TESTS

13 On completion of the related flying training the applicant shall take the CPL(A) skill test on either a multi-engine aeroplane or a single-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.170 and the instrument rating skill test on either a single-engine or a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.210.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03, Amdt.4, 01.09.05; Amdt.7, 01.12.06]

**Appendix 1 to JAR-FCL 1.160 & 1.165(a)(3)****CPL(A) integrated course**

(See JAR-FCL 1.160, 1.165 & 1.170)

(See Appendix 1 and 2 to JAR-FCL 1.170)

(See AMC FCL 1.160 & 1.165(a)(3))

(See Appendix 1 to JAR-FCL 1.470)

(See IEM-FCL 1.170)

1 The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A), and any further aerial work training that the applicant wishes to receive, excluding flight instructor training and instrument rating instruction.

2 An applicant wishing to undertake a CPL(A) integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 9 and 24 months.

4 An applicant may be admitted to training either as an ab-initio entrant, or as the holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(A) or PPL(H) entrant, 50% of the aircraft hours flown by the entrant prior to the course may be credited towards the required flight instruction (JAR-FCL 1.165(a)(3) and Appendix 1 to JAR-FCL 1.165(a)(3), paragraph 12) up to a credit of 40 hours flying experience, or 45 hours if an aeroplane night flying qualification has been obtained, of which up to 20 hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 1.160 & 1.165(a)(3), phase 2 & 3) to be flown in a helicopter or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire CPL(A) course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics and Physics to facilitate an understanding of the theoretical knowledge instruction content of the course.

8 The course shall comprise:

- (a) theoretical knowledge instruction to CPL(A) knowledge level; and
- (b) visual and instrument flying training.

9 The successful completion of the theoretical knowledge examinations at paragraph 11 and of the skill test(s) at paragraph 13 fulfil the knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the aeroplane(s) used in the test(s).

**THEORETICAL KNOWLEDGE**

10 The theoretical knowledge syllabus for the CPL(A) is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A) theoretical knowledge course shall comprise at least 300 hours (1 hour = 60 minutes instruction) of instruction (or 200 hours if the applicant is the holder of a PPL) which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

**THEORETICAL KNOWLEDGE EXAMINATION**

11 An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(A) in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J.

Appendix 1 to JAR-FCL 1.160 & 1.165(a)(3) (continued)

#### FLYING TRAINING

12 The flying training not including the type rating training shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the 150 hours total, applicants shall complete at least:

- (a) 80 hours of dual instruction of which up to 5 hours may be instrument ground time;
- (b) 70 hours as pilot-in-command;
- (c) 20 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling at least 540 km (300 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in aeroplanes shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 full stop landings; and
- (e) 10 hours of instrument flight instruction of which up to 5 hours may be instrument ground time in a FNPT I or II or flight simulator.
- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons and have a variable pitch propeller and retractable landing gear.

See AMC FCL 1.160 & 1.165(a)(3) for the flight instruction syllabus.

#### SKILL TEST

13 On completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.170.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05]

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**Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4)****CPL(A) modular course**

(See JAR-FCL 1.125(c))

(See JAR-FCL 1.160, 1.165 & 1.170)

(See Appendix 1 and 2 to JAR-FCL 1.170)

(See AMC FCL 1.160 & 1.165(a)(4))

(See Appendix 1 to JAR-FCL 1.470)

(See IEM-FCL 1.170)

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

2 (a) Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1;

(b) Before commencing the flight training an applicant shall:

(i) have completed 150 hours flight time as a pilot; and

(ii) have complied with JAR-FCL 1.225 and 1.240 if a multi-engine aeroplane is to be used on the skill test.

3 An applicant wishing to undertake a modular CPL(A) course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The theoretical knowledge instruction may be given at an approved FTO conducting theoretical knowledge instruction only, in which case the Head of Training of that organisation shall supervise that part of the course.

4 The course of theoretical knowledge shall be completed within 18 months. The flight instruction and skill test shall be completed within the period of validity of the pass in the theoretical examinations, as set out in JAR-FCL 1.495.

5 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of mathematics and physics to facilitate an understanding of the theoretical knowledge instruction content of the course.

6 The course shall comprise:

(a) theoretical knowledge instruction to CPL(A) knowledge level; and

(b) visual and instrument flying training.

7 The successful completion of the theoretical knowledge examination at paragraph 9 and of the skill test at paragraph 13 fulfill the knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the aeroplane used in the test.

**THEORETICAL KNOWLEDGE**

8 The theoretical knowledge syllabus for the CPL(A) is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A) theoretical knowledge course shall comprise at least 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.

**THEORETICAL KNOWLEDGE EXAMINATION**

9 An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(A) in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J.



Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4) (continued)

#### FLYING TRAINING

10 Applicants without an instrument rating shall be given at least 25 hours dual flight instruction (see AMC FCL 1.160 & 1.165(a)(4)), including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a BITD or a FNPT I or II or a flight simulator (See AMC FCL 1.160 & 1.165(a)(4)). Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) may be credited up to 5 hours of the dual instrument instruction time, in which case at least 5 hours dual instrument instruction time shall be given in an aeroplane.

11 (a) Applicants with a valid instrument rating shall be given at least 15 hours dual visual flight instruction.

(b) Applicants without a night flying qualification aeroplane shall be given additionally at least 5 hours night flight instruction (see JAR-FCL 1.125(c)).

12 At least five hours of the flight instruction shall be carried out in an aeroplane certificated for the carriage of at least four persons and have a variable pitch propeller and retractable landing gear.

See AMC FCL 1.160 & 1.165(a)(4) for the flight instruction syllabus.

#### SKILL TEST

13 On completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.170.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03; Amdt.4, 01.09.05]

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**Appendix 1 to JAR-FCL 1.170**  
**Skill test for the issue of a CPL(A)**

(See JAR-FCL 1.170)

(See Appendix 2 to JAR-FCL 1.170)

(See IEM FCL 1.170)

1 An applicant for a skill test for the CPL(A) shall have satisfactorily completed all of the required training, including instruction on the same type/class of aeroplane to be used in the test. The applicant shall be permitted to choose to take the test on a single-engine aeroplane or, subject to the experience requirement in JAR-FCL 1.255 or JAR-FCL 1.260 of 70 hours flight time as pilot-in-command of aeroplanes, on a multi-engine aeroplane. The aeroplane used for the skill test shall meet the requirements for training aeroplanes set out in Appendix 1a to JAR-FCL 1.055 and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority.

3 An applicant shall pass sections 1 through 5 of the skill test, and section 6 if a multi-engine aeroplane is used. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

4 Further training may be required following any failed skill test. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

**CONDUCT OF THE TEST**

5 The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

6 Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

7 At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

8 An applicant shall be required to fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

9 The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.

10 An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

11 The FE shall take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Appendix 1 to JAR-FCL 1.170 (continued)

#### FLIGHT TEST TOLERANCES

12 The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

13 The following limits are for general guidance. The FE shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

#### Height

normal flight	±100 feet
with simulated engine failure	±150 feet

Tracking on radio aids	±5°
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#### Heading

normal flight	±10°
with simulated engine failure	±15°

#### Speed

take-off and approach	±5 knots
all other flight regimes	±10 knots

#### CONTENT OF THE TEST

14 The skill test contents and sections set out in Appendix 2 to JAR-FCL 1.170 shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 1.170). Items in Section 2 paragraphs c and e(iv), and the whole of Sections 5 and 6 may be performed in a FNPT II or a flight simulator.

[Amdt.1, 01.06.00]

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**Appendix 2 to JAR-FCL 1.170****Contents of the skill test for the issue of a CPL(A)**

(See JAR-FCL 1.170)

(See IEM FCL 1.170)

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
<i>Use of checklist, airmanship (control of aeroplane by external visual reference, anti/de-icing procedures, etc.) apply in all sections.</i>	
a	Pre-flight, including: Documentation, Mass and balance determination, Weather brief
b	Aeroplane inspection and servicing
c	Taxiing and take-off
d	Performance considerations and trim
e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (lookout)
g	ATC liaison – compliance, R/T procedures
<b>SECTION 2 GENERAL AIRWORK</b>	
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout
b	Flight at critically low airspeed including recognition of and recovery from incipient and full stalls
c	Turns, including turns in landing configuration. Steep turns 45°
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives
e	Flight by reference solely to instruments, including: <ul style="list-style-type: none"> <li>i. Level flight, cruise configuration, control of heading, altitude and airspeed</li> <li>ii. Climbing and descending turns with 10°– 30° bank</li> <li>iii. Recoveries from unusual attitudes</li> <li>iv. Limited panel instruments</li> </ul>
f	ATC liaison – compliance, R/T procedures

Appendix 2 to JAR-FCL 1.170 (continued)

<b>SECTION 3 EN ROUTE PROCEDURES</b>	
a	Control of aeroplane by external visual reference, including cruise configuration Range / Endurance considerations
b	Orientation, map reading
c	Altitude, speed, heading control, lookout
d	Altimeter setting, ATC liaison – compliance, R/T procedures
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking
f	Observation of weather conditions, assessment of trends, diversion planning
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
<b>SECTION 4 APPROACH AND LANDING PROCEDURES</b>	
a	Arrival procedures, altimeter setting, checks, lookout
b	ATC liaison: compliance, R/T procedures
c	Go-around action from low height
d	Normal landing, crosswind landing (if suitable conditions)
e	Short field landing
f	Approach and landing with idle power (single-engine only)
g	Landing without use of flaps
h	Post flight actions
<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES</b>	
<i>This section may be combined with sections 1 through 4.</i>	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions Including alternative landing gear extension, electrical and brake failure
c	Forced landing (simulated)
d	ATC liaison: compliance, R/T procedures
[e]	Oral questions]

Appendix 2 to JAR-FCL 1.170 (continued)

<b>SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS</b>	
<i>This section may be combined with Sections 1 through 5.</i>	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator)
b	Asymmetric approach and go-around
c	Asymmetric approach and full stop landing
d	Engine shutdown and restart
e	ATC liaison – compliance, R/T procedures, Airmanship
f	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable: <ul style="list-style-type: none"> <li>i. Aeroplane systems including handling of autopilot</li> <li>ii. Operation of pressurisation system</li> <li>iii. Use of de-icing and anti-icing system</li> </ul>
g	Oral questions

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

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## SUBPART E – INSTRUMENT RATING (Aeroplane) – IR(A)

JAR-FCL 1.180(a) continued

**JAR-FCL 1.174 Medical fitness**

An applicant for an IR(A) shall be medically fit in accordance with JAR-FCL 3.355(b).

[Amdt.2, 01.08.02]

**JAR-FCL 1.175 Circumstances in which an IR(A) is required**

(a) The holder of a pilot licence (A) shall not act in any capacity as a pilot of an aeroplane under Instrument Flight Rules (IFR), except as a pilot undergoing skill testing or dual training, unless the holder has an instrument rating (IR(A)) appropriate to the category of aircraft issued in accordance with JAR-FCL.

(b) In JAA Member States where national legislation requires flight in accordance with IFR under specified circumstances (e.g. at night), the holder of a pilot licence may fly under IFR, provided that pilot holds a qualification appropriate to the circumstances, airspace and flight conditions in which the flight is conducted. National qualifications permitting pilots to fly in accordance with IFR other than in VMC without being the holder of a valid IR(A) shall be restricted to use of the airspace of the State of licence issue only.

[Amdt.1, 01.06.00]

**JAR-FCL 1.180 Privileges and conditions****(a) Privileges**

(1) Subject to the rating restrictions imposed by use of another pilot functioning as a co-pilot (multi-pilot restriction) during the skill test set out in Appendices 1 and 2 to JAR-FCL 1.210, and any other conditions specified in JARs, the privileges of a holder of a multi-engine IR(A) are to pilot multi-engine and single-engine aeroplanes under IFR with a minimum decision height of 200 feet (60 m). Decision heights lower than 200 feet (60 m) may be authorised by the Authority after further training and testing in accordance with JAR-OPS, AMC FCL 1.261(a) paragraph 6 and with Appendix 2 to JAR-FCL 1.240, section 6.

(2) Subject to the skill test conditions set out in Appendices 1 and 2 to JAR-FCL 1.210, and any other conditions specified in JARs, the privileges of a holder of a single-

engine IR(A) shall be to pilot single-engine aeroplanes under IFR with a minimum decision height of 200 feet (60 m).

**(b) Conditions.**

An applicant who has complied with the conditions specified in JAR-FCL 1.185 through 1.210 shall have fulfilled the requirements for the issue of an IR(A).

[Amdt.1, 01.06.00]

**JAR-FCL 1.185 Validity, revalidation and renewal**

(a) An IR(A) is valid for one year from the date of issue or renewal, or from the expiry date of a current IR(A) if revalidated in accordance with JAR-FCL 1.246(a).

(b) If the IR(A) is restricted for use in multi-pilot operations only, the revalidation or renewal shall be completed in multi-pilot operations.

(c) If the IR(A) has not been revalidated/renewed within the preceding 7 years, the holder will be required to retake the IR(A) theoretical knowledge examination and skill test in accordance with Appendix 1 to JAR-FCL 1.210.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

**JAR-FCL 1.190 Experience [and Crediting]**

[(See Appendix 1 to JAR-FCL 1.205)]

[(See AMC FCL 1.205)]

[(a)] An applicant for an IR(A) shall hold a PPL(A) including a night qualification or CPL(A) and shall have completed at least 50 hours cross-country flight time as pilot-in-command in aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.

[(b)] If the applicant is the holder of an IR(H) the total amount of flight instruction required by Appendix 1 to JAR-FCL 1.205 may be reduced to 10 hours on aeroplanes.

(c) If the applicant is the holder of a CPL(A) issued in accordance with ICAO, the total amount of flight instruction required by Appendix 1 to JAR-FCL 1.205 may be reduced by up to 10 hours; or

(d) If the applicant is the holder of a Course Completion Certificate for the Basic Instrument Flight Module, as set out in Appendix 1 to JAR-

JAR-FCL 1.190(d) (continued)

FCL 1.205, or the holder of a CPL(A) the total amount of flight instruction required by Appendix 1 to JAR-FCL 1.205 may be reduced by up to 10 hours if the applicant holds a CPL(A).]

[Amdt.7, 01.12.06]

#### JAR-FCL 1.195 Theoretical knowledge

(a) *Course.* An applicant for an IR(A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO). The course should, wherever possible, be combined with a flying training course.

(b) *Examination.* An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an IR(A) and shall meet the requirements set out in JAR-FCL 1 (Aeroplane) Subpart J.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

#### JAR-FCL 1.200 Use of English language (See Appendix 1 to JAR-FCL 1.200)

(a) An applicant for an IR(A)[, MPL(A), ATPL(A)] or validation shall have demonstrated the ability to use the English language as set out in Appendix 1 to JAR-FCL 1.200.

(b) The holder of an IR(A) issued in accordance with Appendix 1 to JAR-FCL 1.200 shall have the PPL(A), CPL(A)[, MPL(A)] or ATPL(A) extended with radiotelephony privileges in English.

[Amdt.2, 01.08.02; Amdt.7, 01.12.06]

#### JAR-FCL 1.205 Flight instruction (See Appendix 1 to JAR-FCL 1.205)

[ ]An applicant for an IR(A) shall have participated in a course of integrated flying training which includes training for the IR(A) (see JAR-FCL 1.165) or shall have completed an approved modular flying training course as set out in Appendix 1 to JAR-FCL 1.205.

[ ]

[Amdt.1, 01.06.00; Amdt.7, 01.12.06]

#### JAR-FCL 1.210 Skill (See Appendices 1 and 2 to JAR-FCL 1.210)

(a) *General.* An applicant for an IR(A) shall have demonstrated the ability to perform the procedures and manoeuvres as set out in Appendices 1 and 2 to JAR-FCL 1.210 with a degree of competency appropriate to the privileges granted to the holder of an IR(A).

(b) *Multi-engine aeroplanes.* For a multi-engine aeroplane instrument rating the test shall be taken in a multi-engine aeroplane.

An applicant wishing to obtain a type/class rating for the aeroplane used in the skill test shall also meet the requirements of JAR-FCL 1.262.

(c) *Single-engine aeroplanes.* For a single-engine aeroplane instrument rating the test shall be taken in a single-engine aeroplane. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of a single-engine aeroplane IR.

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**Appendix 1 to JAR-FCL 1.200  
IR(A) – Use of English language**

(See JAR-FCL 1.200)

[(See JAR-FCL 1.005(b)(5))]

[(See JAR-FCL 1.010(a)(4))]

(See Appendix 1 to JAR-FCL 1.005)

(See Appendix 1 to JAR-FCL 1.015)

**USE OF ENGLISH LANGUAGE**

1 An applicant for or the holder of the IR(A) shall have the ability to use the English language for the following purposes:

(a) flight:

radio telephony relevant to all phases of flight, including emergency situations.

This item is considered to be fulfilled, if the applicant has passed an IR[, MPL] or ATPL skill test or proficiency check during which the two-way radiotelephony communication is performed in English.

(b) ground:

all information relevant to the accomplishment of a flight, e.g.

- \* be able to read and demonstrate an understanding of technical manuals written in English, e.g. an Operations Manual, an Aeroplane Flight Manual, etc.
- \* pre-flight planning, weather information collection, NOTAMs, ATC Flight Plan, etc.
- \* use of all aeronautical en-route, departure and approach charts and associated documents written in English.

This item is considered to be fulfilled, if the applicant has graduated from an IR[, MPL] or ATP course given in English or if he has passed the theoretical IR or ATPL examination in English.

(c) communication:

be able to communicate with other crew members in English during all phases of flight, including flight preparation

This item is considered to be fulfilled, if the applicant for or the holder of an IR(A) has graduated from an MCC course given in English and is holding a certificate of satisfactory completion of that course in accordance with JAR-FCL 1.250(a)(3) or if he has passed a multi-pilot skill test/proficiency check in accordance with Appendix 1 to JAR-FCL 1.240 & 1.295, during which the two-way radiotelephony communication and the communication with other crew members are performed in English.

2 Alternatively, the above stated requirements may be demonstrated by having passed a specific examination given by or on behalf of the Authority after having undertaken a course of training enabling the applicant to meet all the objectives listed in 1(a), (b) and (c) above.

[3 Where the above method of examination referred to in paragraphs (1) and (2) above meets the language proficiency requirements stated in AJR-FCL 1.010(a)(4), it may be used for the purpose of issuing a Language Proficiency endorsement in accordance with JAR-FCL 1.005(b)(5).]

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.205****IR(A) – Modular flying training course**

(See JAR-FCL 1.205)

(See Appendix 1 to JAR-FCL 1.470)

[(See AMC FCL 1.205)]

1 The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC in accordance with ICAO PANS-OPS Document 8168. [The course consists of two modules, which may be taken separately or combined:

- (a) Basic Instrument Flight Module.

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or a flight simulator (See AMC FCL 1.205). This module shall be conducted at an approved flying training organisation (FTO). All modules shall be approved by the Authority. Upon completing the Basic Instrument Flight Module under the supervision and to the satisfaction of the Head of Training, the candidate shall be issued a Course Completion Certificate (See Appendix 1 to AMC FCL 1.205).

- (b) Procedural Instrument Flight Module.

This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A). This module shall be conducted at an approved FTO. All modules shall be approved by the Authority.]

2 An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), either licence to include the privileges to fly by night, issued in accordance with ICAO Annex 1. [An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.]

The Training Organisation shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in JAR-FCL 1.261(b)(2) prior to commencing the flight training for IR(A) course.

3 An applicant wishing to undertake [the Procedural Instrument Flight Module of] a modular IR(A) course shall be required, under the supervision of the Head of Training of an approved [FTO], to complete all the instructional stages in one continuous approved course of training as arranged by that FTO. [Prior to commencing the Procedural Instrument Flight Module the FTO shall ensure the competence of the applicant in basic Instrument flying skills. Refresher training shall be given as required.] The theoretical knowledge instruction may be given at an approved FTO conducting theoretical knowledge instruction only, in which case the Head of Training of that organisation shall supervise that part of the course.

4 The course of theoretical instruction shall be completed within 18 months. The [Procedural Instrument Flight Module] [ ] and the skill test shall be completed within the period of validity of the pass in the theoretical examinations, as set out in JAR-FCL 1.495.

5 The course shall comprise:

- (a) theoretical knowledge instruction to the instrument rating knowledge level;  
(b) instrument flight instruction.

6 The successful completion of the theoretical knowledge examination(s) at paragraph 8 and of the skill test at paragraph 14 fulfill the knowledge and skill requirements for the issue of an IR(A).

**THEORETICAL KNOWLEDGE**

7 The theoretical knowledge syllabus for the IR(A) is set out in Appendix 1 to JAR-FCL 1.470. An approved modular IR(A) course shall comprise at least 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority

## Appendix 1 to JAR-FCL 1.205 (continued)

## THEORETICAL KNOWLEDGE EXAMINATION

8 An applicant shall demonstrate a level of knowledge appropriate to the privileges of an IR(A) in accordance with the procedures in JAR-FCL Subpart J.

## FLYING TRAINING

9 A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in a FNPT I, or up to 35 hours in a flight simulator or FNPT II. With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.

10 A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction of which up to 25 hours may be instrument ground time in a FNPT I, or up to 40 hours in a flight simulator or FNPT II. With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.

11 The holder of a single-engine IR(A) who also holds a multi-engine type or class rating wishing to obtain a multi-engine IR(A) for the first time shall satisfactorily complete a course at an approved FTO/TRTO comprising at least five hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in a flight simulator or FNPT II.

12 The holder of a CPL(A) issued in accordance with ICAO [or of a Course Completion Certificate for the Basic Instrument Flight Module] may have the total amount of training required in paragraphs 9 or 10 above reduced by [ ] [10] hours. [The total instrument flight instruction in aeroplane shall comply with paragraph 9 or 10, as appropriate.]

13 The flying exercises up to the IR(A) skill test shall comprise:

## [(a) Basic Instrument Flight Module:

Procedure and manoeuvre for basic instrument flight covering at least :

- Basic instrument flight without external visual cues
- Horizontal flight
- Climbing
- Descending
- Turns in level flight, climbing, descending
- Instrument pattern
- Steep turn
- Radionavigation
- Recovery from unusual attitudes
- Limited panel
- Recognition and recovery from incipient and full stalls]

## [(b) Procedural Instrument Flight Module:]

[ ] [(1)] pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;

[ ] [(2)] procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

- transition from visual to instrument flight on take off
- standard instrument departures and arrivals
- en route IFR procedures
- holding procedures
- instrument approaches to specified minima
- missed approach procedures

- landings from instrument approaches, including circling;

[ ](3) in flight manoeuvres and particular flight characteristics;

[ ](4) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shut down and restart (the latter exercise to be carried out at a safe altitude unless carried out in a flight simulator or FNPT II).

#### SKILL TESTS

14 (a) On completion of the related flying training and completion of the experience requirements as stated in JAR-FCL 1.190, the applicant shall take the IR(A) skill test on either a multi-engine aeroplane or a single-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.210.

(b) On completion of the course mentioned in paragraph 11 above, the applicant shall take a skill test on a multi-engine aeroplane in accordance with Appendix 1 and 2 to JAR-FCL 1.210.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03; Amdt.4, 01.09.05, Amdt.5, 01.03.06; Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.210****IR(A) – Skill test**

(See JAR-FCL 1.185 and 1.210)

(See IEM FCL 1.210)

1 An applicant for a skill test for the IR(A) shall have received instruction on the same class or type of aeroplane to be used for the skill test. The aeroplane used for the skill test shall meet the requirements for training aeroplanes set out in Appendix 1a to JAR-FCL 1.055.

2 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority which approved the applicant's training.

3 An applicant shall pass sections 1 through 5 of the test/check, and section 6 of Appendix 2 to JAR-FCL 1.210 if a multi-engine aeroplane is used. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

4 Further training may be required following any failed test/check. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

**CONDUCT OF THE TEST**

5 The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.

6 The Authority will provide the examiner with safety advice to be observed in the conduct of the test.

7 Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

8 At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

9 An applicant shall fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aeroplane, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. A multi-pilot restriction may be removed by the applicant carrying out a skill test in accordance with Appendix 1 to JAR-FCL 1.210 in a single-pilot aeroplane with no other crew member involved in the conduct of the flight. The skill test for this purpose may be conducted in an FNPT II or a flight simulator. Responsibility for the flight shall be allocated in accordance with national regulations.

10 Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

11 An applicant for IR(A) shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

Appendix 1 to JAR-FCL 1.210 (continued)

#### FLIGHT TEST TOLERANCES

12 The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

13 The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

#### Height

Generally	±100 feet
Starting a go-around at decision height	+50 feet/-0 feet
Minimum descent height/MAP/altitude	+50 feet/-0 feet

#### Tracking

on radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path

#### Heading

all engines operating	±5°
with simulated engine failure	±10°

#### Speed

all engines operating	±5 knots
with simulated engine failure	+10 knots/-5 knots

#### CONTENT OF THE TEST

14 The skill test contents and sections set out in Appendix 2 to JAR-FCL 1.210 shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 1.210). Section 2 item d, and Section 6 of the skill test may, for safety reasons, be performed in a FNPT II or flight simulator.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05]

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**Appendix 2 to JAR-FCL 1.210****Contents of the skill test for the issue of an IR(A)**

(See JAR-FCL 1.185 and 1.210)

(See IEM FCL 1.210)

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
<i>Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all sections.</i>	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Pre-flight inspection
e	Weather Minima
f	Taxiing
g	Pre-take off briefing. Take off
h	Transition to instrument flight
i	Instrument departure procedures, altimeter setting
j	ATC liaison - compliance, R/T procedures
<b>SECTION 2 GENERAL HANDLING</b>	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns
d*	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration
e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.

\* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5

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Appendix 2 to JAR-FCL 1.210 (continued)

<b>SECTION 3 EN-ROUTE IFR PROCEDURES</b>	
a	Tracking, including interception, e.g. NDB, VOR, RNAV
b	Use of radio aids
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique
d	Altimeter settings
e	Timing and revision of ETAs (En-route hold – if required)
f	Monitoring of flight progress, flight log, fuel usage, systems management
g	Ice protection procedures, simulated if necessary
h	ATC liaison and compliance, R/T procedures
<b>SECTION 4 PRECISION APPROACH PROCEDURES</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed heading control, (stabilised approach)
h+	Go-around action
i+	Missed approach procedure / landing
j	ATC liaison – compliance, R/T procedures

\* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5

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Appendix 2 to JAR-FCL 1.210 (continued)

<b>SECTION 5</b> <b>NON-PRECISION APPROACH PROCEDURES</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h+	Go-around action
i+	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
<b>SECTION 6 (if applicable)</b> <b>Simulated asymmetric flight</b>	
a	Simulated engine failure after take-off or on go-around
b	Asymmetric approach and procedural go-around
c	Asymmetric approach and landing, missed approach procedure
d	ATC liaison: compliance, R/T procedures

\* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

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## SUBPART F – CLASS AND TYPE RATING (Aeroplane)

JAR-FCL 1.220(a) (continued)

**JAR-FCL 1.215 Class ratings (A)**

(a) *Divisions.* Class ratings shall be established for single-pilot aeroplanes not requiring a type rating as follows:

- (1) all single-engine piston aeroplanes (land);
- (2) all single-engine piston aeroplanes (sea);
- (3) all touring motor gliders;
- (4) each manufacturer of single-engine turbo-prop aeroplanes (land);
- (5) each manufacturer of single-engine turbo-prop aeroplanes (sea);
- (6) all multi-engine piston aeroplanes (land); and
- (7) all multi-engine piston aeroplanes (sea).

**(b) Listings:**

(1) Class ratings for aeroplanes will be issued according with the associated administrative procedures accepted by the JAA. In order to change to another type or variant of the aeroplane within one class rating, differences or familiarisation training is required.;

(2) Aeroplanes not listed in the associated administrative procedures may be entered into the JAR-FCL licence, but the rating privileges are restricted to aeroplanes on the register of the State of rating issue.

(c) The requirements for the issue, the revalidation, renewal for the following class ratings are at the discretion of the Authority:

- (1) sea-planes
- (2) multi-engine centreline thrust aeroplanes.
- (3) single seat aeroplanes.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03, Amdt.5, 01.03.06.]

**JAR-FCL 1.220 Type ratings (A)**

(a) *Criteria.* For the establishment of type ratings for aeroplanes other than those included in JAR-FCL 1.215, all of the following shall be considered:

- (1) airworthiness type certificate;
- (2) handling characteristics;
- (3) certificated minimum flight crew complements;
- (4) level of technology.

(b) *Divisions.* Type ratings for aeroplanes shall be established for:

- (1) each type of multi-pilot aeroplane; or
- (2) each type of single-pilot multi-engine aeroplane fitted with turbo-prop or turbojet engines; or
- (3) each type of single-pilot single-engine aeroplane fitted with a turbojet engine; or
- (4) any other type of aeroplane if considered necessary.

**(c) Listing:**

(1) Type ratings for aeroplanes will be issued in accordance with the associated administrative procedures accepted by the JAA. In order to change to another variant of the aeroplane within one type rating, differences or familiarisation training is required.

(2) (i) aeroplanes not type certificated in accordance with FAR/JAR 23, FAR/JAR 23 Commuter Category, FAR/JAR 25, BCAR or AIR 2051; or

(ii) aeroplanes type certificated in a JAA Member State under special registration such as military, ex-military, experimental or vintage aeroplanes;

are not listed in the associated administrative procedures.

(3) Aeroplanes not listed in the associated administrative procedures may be entered into the JAR-FCL licence, but the rating privileges are restricted to aeroplanes on the register of the State of rating issue.

[Amdt.1, 01.06.00. Amdt.5, 01.03.06]

**JAR-FCL 1.221 High performance single pilot aeroplanes**

(a) *Criteria.* For the establishment of a class or type rating of a single-pilot aeroplane designated as high performance, all the following shall be considered:

- (1) type of power plant;
- (2) provision and capabilities of airframe systems;
- (3) cabin pressurisation;
- (4) capabilities of navigation systems;
- (5) performance both airfield and en route;
- (6) handling characteristics.

(b) *Listings.* Aeroplanes designated as high performance shall be listed as such in the associated administrative procedures within the relevant class or type rating list using the annotation HPA.

[Amdt.3, 01.07.03, Amdt.5, 01.03.06]

**JAR-FCL 1.225 Circumstances in which type or class ratings are required**

The holder of a pilot licence shall not act in any capacity as a pilot of an aeroplane except as a pilot undergoing skill testing or receiving flight instruction unless the holder has a valid and appropriate class or type rating. When a class or type rating is issued limiting the privileges to acting as co-pilot only, or to any other conditions agreed within JAA, such limitations shall be endorsed on the rating.

**JAR-FCL 1.230 Special authorisation of type or class ratings**

For the non-revenue special purpose flights e.g. aircraft flight testing, special authorisation may be provided in writing to the licence holder by the Authority in place of issuing the class or type rating in accordance with JAR-FCL 1.225. This authorisation shall be limited in validity to completing a specific task.

[Amdt.1, 01.06.00]

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**JAR-FCL 1.235 Type and class ratings – Privileges, number and variants**

(a) *Privileges.* Subject to JAR-FCL 1.215(b) & (c) and JAR-FCL 1.220(a) & (b) above, the privileges of the holder of a type or class rating are to act as a pilot on the type or class of aeroplane specified in the rating.

(b) *Number of type/class ratings held.* There is no JAR-FCL limit to the number of ratings that may be held at one time. JAR-OPS, however, may restrict the number of ratings that can be exercised at any one time.

(c) *Variants.* If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant will be required except for types or variants within the SEP class rating.

(1) Differences training requires additional knowledge and training on an appropriate training device or the aeroplane.

The differences training shall be entered in the pilot's logbook or equivalent document and signed by a CRI/TRI/SFI(A) or FI(A) as appropriate.

(2) Familiarisation training requires the acquisition of additional knowledge.

[Amdt.1, 01.06.00, Amdt.5, 01.03.06]

**JAR-FCL 1.240 Type and class ratings – Requirements**  
(See Appendices 1 to 3 to JAR-FCL 1.240)

(a) *General*

(1) An applicant for a type rating for a multi-pilot type of aeroplane shall comply with the requirements for type ratings set out in JAR-FCL 1.250, 1.261 and 1.262;

(2) An applicant for a type rating for a single-pilot type of aeroplane shall comply with the requirements set out in JAR-FCL 1.255, 1.261(a), (b) and (c) and 1.262(a), and if applicable JAR-FCL 1.251.

(3) An applicant for a class rating for a class of aeroplanes shall comply with the requirements set out in JAR-FCL 1.260, 1.261(a), (b) and (c) and 1.262(a), and if applicable JAR-FCL 1.251.

## JAR-FCL 1.240(a) (continued)

(4) The type rating course, including theoretical knowledge, shall be completed within the 6 months preceding the skill test.

(5) At the discretion of the Authority, an aeroplane class or type rating may be issued to an applicant who meets the requirements for that rating of a non-JAA State, provided JAR-FCL 1.250, 1.255 or 1.260 as applicable, are met. Such a rating will be restricted to aeroplanes registered in that non-JAA State, or operated by an operator of that non-JAA State. The restriction may be removed when the holder has completed at least 500 hours of flight as a pilot on the type/class and complied with the revalidation requirements of JAR-FCL 1.245, and if applicable JAR-FCL 1.251.

(6) A valid type rating contained in a licence issued by a non-JAA State may be transferred to a JAR-FCL licence, subject to the appropriate proficiency check, provided the applicant is in current flying practice and has not less than 500 hours flying experience as a pilot on that type, provided JAR-FCL 1.250, 1.251, 1.255 or 1.260 as applicable, are met.

(7) A valid class rating contained in a licence issued by a non-JAA State may be transferred to a JAR-FCL licence, subject to the appropriate proficiency check provided the applicant is in current flying practice and has not less than 100 hours flying experience as a pilot in that class, provided JAR-FCL 1.251 or 1.260, as applicable, are met.

(8) A valid class/type rating contained in a licence issued by a JAA Member State may be transferred to a JAR FCL licence provided it is currently valid and the last revalidation/renewal of the rating was performed in accordance with the requirements of JAR FCL and JAR-FCL 1.250, 1.255 or 1.260, as applicable.

(b) *Skill test*

(1) The skill test contents and sections for a rating for multi-engine multi-pilot aeroplanes are set out in Appendices 1 and 2 to JAR-FCL 1.240; and

(2) the skill test contents and sections for a rating for multi-engine single-pilot aeroplanes and for single-engine aeroplanes are set out in Appendices 1 and 3 to JAR-FCL 1.240.

Each applicable item in the appropriate skill test shall be satisfactorily completed

## JAR-FCL 1.240(b) (continued)

within the six months immediately preceding the date of receipt of the application for the rating.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03]

**JAR-FCL 1.245 Type and class ratings – Validity, revalidation and renewal**

(See Appendices 1 to 3 to JAR-FCL 1.240)

(a) *Type ratings and multi-engine class ratings, aeroplane – Validity.* Type ratings and multi-engine class ratings for aeroplanes are valid for one year from the date of issue, or the date of expiry if revalidated within the validity period.

(b) *Type ratings and multi-engine class ratings, aeroplane – Revalidation.* For revalidation of type ratings and multi-engine class ratings, aeroplane, the applicant shall complete:

(1) a proficiency check in accordance with Appendix 1 to JAR-FCL 1.240 in the relevant type or class of aeroplane within the three months immediately preceding the expiry date of the rating; and

(2) at least ten route sectors as pilot of the relevant type or class of aeroplane, or one route sector as pilot of the relevant type or class of aeroplane or flight simulator flown with an examiner during the period of validity of the rating.

(3) The revalidation of an IR(A), if held, should be combined with the type/class rating proficiency check in accordance with Appendix 1 to JAR-FCL 1.240 & 1.295.

(c) *Single-pilot single-engine class ratings – Validity and Revalidation.* Single-pilot single-engine class ratings are valid for two years from the date of issue, or the date of expiry if revalidated within the validity period.

(1) *All single-engine piston aeroplane class ratings (land) and all touring motor glider's ratings – Revalidation.* For revalidation of single-pilot single-engine piston aeroplane (land) class ratings and/or touring motor glider class ratings the applicant shall:

(i) within the three months preceding the expiry date of the rating, pass a proficiency check in accordance with Appendix 1 and 3 to JAR-FCL

JAR-FCL 1.245(c) (continued)

1.240 or Appendix 1 and 2 to JAR-FCL 1.210 with an authorised examiner in the relevant class; or

(ii) within the 12 months preceding the expiry of the rating complete 12 hours flight time in a single engine piston aeroplane or touring motor glider including:

(A) 6 hours of pilot-in-command time;

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

(C) a training flight of at least one hour's duration with a FI(A) or CRI(A). This flight may be replaced by any other proficiency check or skill test.

(iii) When the applicant holds both a single-engine piston aeroplane (land) class rating and a touring motor glider rating, he may complete the requirements in (i) above in either class or in (ii) above in either class or a mixture of the classes, and achieve a revalidation of both ratings.

(2) *Single-engine turbo-prop aeroplanes (land) single-pilot – Revalidation.* For revalidation of single-engine turbo-prop (land) class ratings the applicant shall within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on the relevant class of aeroplane.

(d) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type or class rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

(e) Extension of the validity period or revalidation of ratings in special circumstances:

(1) When the privileges of an aircraft type, class or instrument rating are being exercised solely on an aeroplane registered in a non-JAA State, the Authority may at its discretion extend the validity period of the rating, or revalidate the rating provided the requirements of that non-JAA State are fulfilled.

(2) When the privileges of an aircraft type, class or instrument rating are being exercised in a JAA registered aeroplane being operated by an operator of a non-JAA

JAR-FCL 1.245(e) (continued)

State under the provisions of Article 83bis of the International Convention on Civil Aviation, Chicago, the Authority may at its discretion extend the validity period of the rating, or revalidate the rating provided the requirements of that non-JAA State are fulfilled.

(3) Any rating extended or revalidated under the provisions of (1) or (2) above shall be revalidated in accordance with JAR-FCL 1.245(b) or (c) and, if applicable, JAR-FCL 1.185 before the privileges are exercised on aircraft registered in and operated by an operator of a JAA Member State.

(4) A rating issued or used in a non-JAA State may remain in a JAR-FCL licence at the discretion of the Authority provided the requirements of that State are fulfilled and the rating is restricted to aircraft registered in that State.

(f) *Expired Ratings*

(1) If a type rating or multi-engine class rating has expired, the applicant shall meet any refresher training requirements as determined by the Authority and complete a proficiency check in accordance with Appendices 1 and 2 or 3 to JAR-FCL 1.240. The rating will be valid from the date of completion of the renewal requirements.

(2) If a single-pilot single-engine class rating has expired, the applicant shall complete the skill test in Appendices 1 and 3 to JAR-FCL 1.240.

(g) Compliance with JAR-OPS. The revalidation requirements of JAR-FCL 1.245 (b) will be met when an applicant operating under JAR-OPS 1 fulfils the Operator Proficiency Check requirements contained in JAR-OPS 1.965, and if the operator demonstrates to the satisfaction of the Authority that the mandatory items from Appendix 2 or 3 to JAR-FCL 1.240 are fulfilled during the 12 months prior to the revalidation in accordance with JAR-OPS 1.965(a)(2). For this purpose the Operator Proficiency Check shall be performed in the three months immediately preceding the expiry date of the rating.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03; Amdt.4, 01.09.05]

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**JAR-FCL 1.246 Instrument Rating, revalidation and renewal**  
(See JAR-FCL 1.185)  
(See Appendix 1 to JAR-FCL 1.246)

(a) *Revalidation*

An IR(A) shall be revalidated within the three months immediately preceding the expiry date of the rating. Whenever possible, revalidation of an IR(A) shall be combined with the proficiency check for revalidation of a type or class rating.

(1) An applicant for the revalidation of an IR (A) when combined with a class rating or a type rating shall complete a proficiency check in accordance with Appendix 1 and 2 to JAR-FCL 1.240 & 1.295 or Appendix 3 to JAR-FCL 1.240. In this case the instrument rating will be valid for the same period as the class or type rating, except in the case of a single-engine aeroplane class rating revalidation where the validity period of the instrument rating will be 12 months.

(2) An applicant for the revalidation of an IR(A) when not combined with the revalidation of a class or type rating shall :

(i) complete section 3b of Appendix 3 to JAR-FCL 1.240;

(ii) and those parts of Section 1 relevant to the intended flight;

(iii) and, for multi-engine aeroplane, section 6 of Appendix 3 to JAR-FCL 1.240 as a proficiency check by sole reference to instruments.

An FNPT II or flight simulator may be used but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.

(3) Cross-credit shall be given in accordance with the Appendix 1 to JAR-FCL 1.246.

(4) An applicant who fails to achieve a pass in the relevant section of an IR(A) proficiency check in accordance with JAR-FCL 1.246 (a)(1) or (a)(2), before the expiry date of an instrument rating shall not exercise the IR(A) privileges until the proficiency check has successfully been completed.

JAR-FCL 1.246 (continued)

(b) *Renewal*

(1) If an instrument rating, has expired, the applicant shall

(i) meet refresher training and additional requirements as determined by the Authority, and

(ii) complete section 3b of Appendix 3 to JAR-FCL 1.240 including the flight preparation as a skill test.

The rating will be valid from the date of completion of the renewal requirements.

[Amdt.4, 01.09.05]

**JAR-FCL 1.250 Type rating, multi-pilot – Conditions**

(See AMC FCL 1.261(d))

(See Appendix 1 to JAR-FCL 1.261(d))

[(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

(a) *Pre-requisite conditions for training:* An applicant for the first type rating course for a multi-pilot aeroplane type shall:

[ ](1) (i) have at least 70 hours as pilot-in-command of aeroplanes;

(ii) have a valid multi-engine instrument rating (A);

(iii) hold a certificate of satisfactory completion of multi-crew co-operation (MCC). If the MCC course is to be added to the type rating course (see JAR-FCL 1.261 and 1.262 and AMC FCL 1.261(d) and Appendix 1 to JAR-FCL 1.261(d), this requirement is not applicable; and

(iv) have met the requirements of JAR-FCL 1.285, or

(2) Be a student currently undergoing training on a MPL(A) integrated training course.]

(b) Applicants having:

(1) either a certificate of satisfactory completion of MCC in accordance with JAR-FCL 2 and experience of more than 100 hours as a pilot of a multi-pilot helicopter, or

(2) experience of more than 500 hours as a pilot on multi-pilot helicopter, or

JAR-FCL 1.250(b) (continued)

(3) experience of at least 500 hours as a pilot in multi-pilot operation in accordance with JAR-OPS on single pilot-aeroplanes JAR/FAR 23 multi-engine aeroplanes, shall be considered to meet the requirements of MCC;

(c) The level of knowledge assumed to be held by holders of the PPL(A) or CPL(A) and type ratings for multi-pilot aeroplanes issued under requirements other than JAR-FCL will not be a substitute for showing compliance with the requirements of (4) above.

(d) The issue of an additional multi-pilot type ratings requires a valid multi-engine instrument rating.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05; Amdt.7, 01.12.06]

**JAR-FCL 1.251 Type, class ratings for single pilot high performance aeroplanes – Conditions**

(See Appendix 1 to JAR-FCL 1.251)

(See AMC FCL 1.251)

(a) *Pre-requisite conditions for training:* An applicant for a first type or class rating for a single-pilot high performance aeroplane (HPA) shall:

(1) have at least 200 hours total flying experience;

(2) have met the requirements of JAR-FCL 1.255 or 1.260, as appropriate; and

(3) (i) hold a certificate of satisfactory completion of a pre-entry approved course in accordance with Appendix 1 to JAR-FCL 1.251 to be conducted by a FTO or a TRTO; or

(ii) have passed at least the ATPL(A) theoretical knowledge examinations in accordance with JAR-FCL 1.285; or

(iii) hold a valid ICAO ATPL(A) or CPL/IR with theoretical knowledge credit for ATPL(A);

(b) The holder of a licence issued by a JAA Member State which includes a class or type rating for a high performance single pilot aeroplane shall be credited with the theoretical knowledge requirement of paragraph (a)(3) above when that rating is

JAR-FCL 1.251(b) (continued)

transferred to a JAR-FCL licence issued by the State.

[Amdt.3, 01.07.03]

**JAR-FCL 1.255 Type rating, single-pilot – Conditions**

Experience – multi-engine aeroplanes only

An applicant for a first type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as pilot-in-command of aeroplanes.

**JAR-FCL 1.260 Class rating – Conditions**

Experience – multi-engine aeroplanes only

An applicant for a class rating for a single-pilot multi-engine aeroplane shall have completed at least 70 hours as pilot-in-command of aeroplanes.

**JAR-FCL 1.261 Type and class ratings – Knowledge and flight instruction**

(See Appendix 1 to JAR-FCL 1.261 (a) and AMC FCL 1.261 (a))

(See Appendix 1 to JAR-FCL 1.261 (c)(2))

(See Appendices 1, 2 and 3 to JAR-FCL 1.240)

(See Appendix 1 to JAR-FCL 1.261(d))

(See Appendix 2 to JAR-FCL 1.055)

(See AMC FCL 1.261(c)(2))

(See AMC FCL 1.261(d))

(See JAR-FCL 1.251)

(See AMC 1.251)

(a) *Theoretical knowledge instruction and checking requirements*

(1) An applicant for a class or type rating for single- or multi-engine aeroplanes shall have completed the required theoretical knowledge instruction (see Appendix 1 to JAR-FCL 1.261(a) and AMC FCL 1.261(a)) and demonstrated the level of knowledge required for the safe operation of the applicable aeroplane type.

(2) *Multi-engine aeroplanes only.* An applicant for a single-pilot multi-engine class rating shall have completed not less than 7



## JAR-FCL 1.261(a) (continued)

hours theoretical knowledge instruction in multi-engine aeroplane operation.

(b) *Flight instruction*

(1) An applicant for a class/type rating for single-engine and multi-engine single-pilot aeroplanes shall have completed a course of flight instruction related to the class/type rating skill test (see Appendix 3 to JAR-FCL 1.240).

(2) *Multi-engine aeroplanes only.* An applicant for a single-pilot multi-engine class/type rating shall have completed not less than 2 hrs 30 min dual flight training under normal conditions of multi-engine aeroplane operation, and not less than 3 hrs 30 min dual flight training in engine failure procedures and asymmetric flight techniques;

(3) An applicant for a type rating for multi-pilot aeroplanes shall have completed a course of flight instruction related to the type rating skill test (see Appendix 2 to JAR-FCL 1.240).

(c) *Conduct of training courses*

(1) Training courses for the above purpose shall be conducted by a FTO or a TRTO. Training courses may also be conducted by a facility or a sub-contracted facility provided by an operator or a manufacturer or, in special circumstances, by an individually authorised instructor.

(2) Such courses shall be approved by the Authority (see AMC FCL 1.261(c)(2)) and such facilities shall meet the relevant requirements of Appendix 2 to JAR-FCL 1.055, as determined by the Authority. For Zero Flight time Training (ZFTT) see Appendix 1 to JAR-FCL 1.261 (c)(2)).

(3) Notwithstanding paragraphs (c)(1) and (2) above, training courses for a single-engine aeroplane class rating or touring motor glider class rating may be conducted by an FI or a CRI.

(d) *Multi-crew co-operation training* (see also JAR-FCL 1.250(a)(3))

(1) The course is intended to provide MCC training in two circumstances:

(i) for students attending an ATP integrated course in accordance with the aim of that course (see Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1))

## JAR-FCL 1.261(d) (continued)

(ii) for PPL/IR or CPL/IR holders, who have not graduated from an ATP integrated course but who wish to obtain an initial type rating on multi-pilot aeroplanes (see JAR-FCL 1.250(a)(3)).

The MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises and 20 hours of MCC training. Students attending an ATP integrated course may have the practical training reduced by 5 hours. Wherever possible, the MCC training should be combined with the initial type rating course on multi-pilot aeroplanes.

(2) The MCC training shall be accomplished within six months under the supervision of either the Head of Training of an approved FTO or an approved TRTO or on an approved training course conducted by an operator. A course conducted by an operator shall meet the relevant requirements of Appendix 2 to JAR-FCL 1.055, as determined by the Authority. For further details on MCC training see Appendix 1 to JAR-FCL 1.261(d)) and AMC FCL 1.261(d). A FNPT II or a flight simulator shall be used. Wherever possible, the MCC training should be combined with the initial type rating training for a multi-pilot aeroplane, in which case the practical MCC training may be reduced to not less than 10 hours if the same flight simulator is used for both the MCC and type rating training.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03]

**JAR-FCL 1.262 Type and class ratings – Skill**

(See Appendices 1, 2 and 3 to JAR-FCL 1.240)

(See Appendix 1 to AMC FCL 1.261(d))

(a) *Single-pilot skill test.* An applicant for a type or class rating for a single pilot aeroplane shall have demonstrated the skill required for the safe operation of the applicable type or class of aeroplane, as set out in Appendices 1 and 3 to JAR-FCL 1.240.

(b) *Multi-pilot skill test.* An applicant for a type rating for a multi-pilot aeroplane shall have demonstrated the skill required for the safe operation of the applicable type of aeroplane in a multi-crew environment as a pilot-in-command or a co-pilot as applicable, as set out in Appendices 1 and 2 to JAR-FCL 1.240.

JAR-FCL 1.262 (continued)

(c) *Multi-crew co-operation.* On completion of the MCC training the applicant shall either demonstrate the ability to perform the duties of a pilot on multi-pilot aeroplanes by passing the type rating skill test on multi-pilot aeroplanes as set out in Appendices 1 and 2 to JAR-FCL 1.240, or shall be given a certificate of completion of MCC as shown in Appendix 1 to AMC FCL 1.261(d).

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**Appendix 1 to JAR-FCL 1.240 & 1.295****Skill test and proficiency check for aeroplane type/class ratings and ATPL**

(See JAR-FCL 1.240 through 1.262 and 1.295)

(See Appendix 1 to JAR-FCL 1.261(a))

[(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

(See AMC FCL 1.261(a))

1 The applicant shall have completed the required instruction in accordance with the syllabus (see also Appendix 1 to JAR-FCL 1.261(a) and Appendices 2 & 3 to JAR-FCL 1.240). When recommended by a Joint Operational Evaluation Board (JOEB) and agreed by the JAA, the syllabus may be reduced to give credit for previous experience on similar aircraft types. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, shall be determined by the Authority.

2 Items to be covered in skill tests/proficiency checks are given in the applicable Appendix 2 & 3 to JAR-FCL 1.240. When recommended by a JOEB and agreed by the JAA, credit may be given for skill test items common to other types or variants where the pilot is experienced on that other type. These credits shall not apply during a skill test for the ATPL. With the approval of the Authority, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved shall be used.

3 (a) For SPA: The applicant shall pass all sections of the skill test/proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test/check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again.

(b) For MPA: The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.

(c) In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II or III privileges.

(d) Section 6 is not part of the ATPL [or MPL] skill test.

4. Further training may be required after a failed test/check. Failure to achieve a valid pass in all sections in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests/proficiency checks that may be attempted.

**CONDUCT OF THE TEST/CHECK – GENERAL**

5 The Authority will provide the examiner with safety criteria to be observed in the conduct of the test/check.

6 Should an applicant choose not to continue with a test/check for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test/check is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7 At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant's competency requires a complete re-test/re-check.

8 Checks and procedures shall be carried out/completed in accordance with the authorised check list for the aeroplane used in the test/check and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used. Decision heights/altitude, minimum descent

Appendix 1 to JAR-FCL 1.240 & 1.295 (continued)

heights/altitudes and missed approach point shall be determined by the applicant for the ATPL(A) and/or for the type/class rating holder during the proficiency check, as applicable.

#### SPECIAL REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR A MULTI-PILOT AEROPLANE AND FOR THE SKILL TEST REQUIRED FOR THE ATPL(A)

9 The test/check for a multi-pilot aeroplane shall be performed in a multi-crew environment. Another applicant or another pilot, may function as second pilot. If an aeroplane, rather than a simulator, is used for the test/check, the second pilot shall be an instructor.

10 An applicant shall be required to operate as 'pilot flying' (PF) during all sections of the test/check, except item 2.6 and abnormal and emergency procedures items 3.4.0 to 3.4.14 and items 3.6.0 to 3.6.9 which may be conducted as PF or PNF in accordance with Multi-Crew Co-operation (in accordance with Appendix 2 to 1.240 & 1.295). The applicant for the initial issue of a multi-pilot aeroplane type rating or ATPL(A) shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check if all items in the test/check can be executed from the selected seat.

11 The following matters shall be specifically checked when testing/checking applicants for the ATPL(A) or a type rating for multi-pilot aeroplanes extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as PF or PNF:

- (a) management of crew co-operation;
- (b) maintaining a general survey of the aeroplane 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.

12 The test/check should be accomplished under IFR and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

#### FLIGHT TEST TOLERANCE

13 The applicant shall demonstrate the ability to:

- (a) operate the aeroplane within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.

14 The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aeroplane used.

#### Height

Generally	±100 feet
Starting a go-around at decision height	+ 50 feet/-0 feet
Minimum descent height/ altitude	+ 50 feet/-0 feet

#### Tracking

on radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path

#### Heading

Appendix 1 to JAR-FCL 1.240 & 1.295 (continued)

all engines operating	$\pm 5^\circ$
with simulated engine failure	$\pm 10^\circ$

#### Speed

all engines operating	$\pm 5$ knots
with simulated engine failure	+10 knots/ -5 knots

#### CONTENT OF THE SKILL TEST/PROFICIENCY CHECK

15 (a) The skill test and proficiency check contents and sections are set out in Appendix 2 to JAR-FCL 1.240 for multi-pilot aeroplanes and at Appendix 3 to JAR-FCL 1.240 for single-pilot aeroplanes. The format and application form to the skill test may be determined by the Authority (See IEM FCL 1.240(1) and (2)).

(b) When the type rating course includes less than 2 hours flight training on the aeroplane, the skill test may be flight simulator only and may be completed before the flight training on the aeroplane. In that case, a certificate of completion of the type rating course including the flight training on the aeroplane shall be forwarded to the Authority before the new type rating is entered in the applicant's licence.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05; Amdt.7, 01.12.06]

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**Appendix 2 to JAR-FCL 1.240 & 1.295****Contents of the ATPL/[MPL]/type rating/training/skill test and proficiency check on multi-pilot aeroplanes**

(See JAR-FCL 1.240 through 1.262 and 1.295)

[(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

1 The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.

P# = the training shall be complemented by supervised aeroplane inspection

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

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

A = Aeroplane

FS = Flight Simulator

FTD = Flight Training Device

OTD = Other Training Devices

3 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.

4 Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

5 A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

(a) the qualification of the flight simulator or FNPTII as set out in JAR-STD;

(b) the qualifications of the instructor and examiner;

(c) the amount of line-orientated simulator training provided on the course;

(d) the qualifications and previous line operating experience of the pilot under training; and

(e) the amount of supervised line flying experience provided after the issue of the new type rating.

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Appendix 2 to JAR-FCL 1.240 &amp; 1.295 (continued)

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
<b>SECTION 1</b>							
<b>1 Flight preparation</b>							
1.1 Performance calculation	P						
1.2 Aeroplane ext. visual inspect.; location of each item and purpose of inspection	[P#]			P			
1.3 Cockpit inspection		P					
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P----->	----->	----->	----->		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P----->	----->			
1.6 Before take-off checks		P----->	----->	----->		M	
<b>SECTION 2</b>							
<b>2 Take-offs</b>							
2.1 Normal take offs with different flap settings, including expedited take off			P----->	----->			
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P----->	----->			
2.3 Cross wind take-off (A, if practicable)			P----->	----->			
2.4 Take-off at maximum take- off mass (actual or simulated maximum take-off mass)			P----->	----->			
2.5 Take-offs with simulated engine failure			P----->	----->			
2.5.1* shortly after reaching V <sub>2</sub> ,			P----->	----->			

Appendix 2 to JAR-FCL 1.240 & 1.295 (continued)

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
(In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V <sub>2</sub> .)							
2.5.2* between V <sub>1</sub> and V <sub>2</sub>			P	X		M FS Only	
2.6 Rejected take-off at a reasonable speed before reaching V <sub>1</sub> .			P----->	----->X		M	
<b>SECTION 3</b>							
<b>3 Flight Manoeuvres and Procedures</b>							
3.1 Turns with and without spoilers			P----->	----->			
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P----->	----->X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel	P----->	----->	----->	----->			



Appendix 2 to JAR-FCL 1.240 &amp; 1.295 (continued)

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
3.4 Normal and abnormal operations of following systems:						M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive.
3.4.0 Engine (if necessary propeller)	P---->	---->	---->	---->			
3.4.1 Pressurisation and air-conditioning	P---->	---->	---->	---->			
3.4.2 Pitot/static system	P---->	---->	---->	---->			
3.4.3 Fuel system	P---->	---->	---->	---->			
3.4.4 Electrical system	P---->	---->	---->	---->			
3.4.5 Hydraulic system	P---->	---->	---->	---->			
3.4.6 Flight control and Trim-system	P---->	---->	---->	---->			
3.4.7 Anti- and de-icing system, Glare shield heating	P---->	---->	---->	---->			
3.4.8 Autopilot/Flight director	P---->	---->	---->	---->			
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P---->	---->	---->	---->			
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder		P---->	---->	---->			
3.4.11 Radios, navigation equipment, instruments, flight management system	P---->	---->	---->	---->			
3.4.12 Landing gear and brake	P---->	---->	---->	---->			
3.4.13 Slat and flap system	P---->	---->	---->	---->			
3.4.14 Auxiliary power unit	P---->	---->	---->	---->			
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Appendix 2 to JAR-FCL 1.240 & 1.295 (continued)

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
3.6 Abnormal and emergency procedures:						M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1 Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P----->	----->	----->			
3.6.2 Smoke control and removal		P----->	----->	----->			
3.6.3 Engine failures, shut-down and restart at a safe height		P----->	----->	----->			
3.6.4 Fuel dumping (simulated)		P----->	----->	----->			
3.6.5 Windshear at Take off/landing			P	X		FS only	
3.6.6 Simulated cabin pressure failure/Emergency descent			P----->	----->			
3.6.7 Incapacitation of flight crew member		P----->	----->	----->			
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual		P----->	----->	----->			
3.6.9 ACAS event	P→	----->	-->			FS only	
3.7 Steep turns with 45° bank, 180° to 360° left and right		P----->	----->	----->			
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P----->	----->			
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X			

## Appendix 2 to JAR-FCL 1.240 &amp; 1.295 (continued)

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
3.9 Instrument flight procedures							
3.9.1* Adherence to departure and arrival routes and ATC instructions		P----->	----->	----->		M	
3.9.2* Holding procedures		P----->	----->	----->			
3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft)							
3.9.3.1* manually, without flight director			P----->	----->		M (skill test only)	
3.9.3.2* manually, with flight director			P----->	----->			
3.9.3.3* with autopilot			P----->	----->			
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure  In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.			P----->	----->		M	

Appendix 2 to JAR-FCL 1.240 &amp; 1.295 (continued)

	PRACTICAL TRAINING				Instructor's initials when training completed	ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A		Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
3.9.4* NDB or VOC/LOC-approach down to the MDH/A			P*----->	----->		M	
3.9.5 Circling approach under following conditions:  (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;  <u>followed by:</u>  (b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorised minimum circling approach altitude;  Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed			P*----->	----->			
<b>SECTION 4</b>							
<b>4 Missed Approach Procedures</b>							
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height.			P*----->	----->			
4.2 Other missed approach procedures			P*----->	----->			
4.3* Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*----->	----->		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P----->	----->			

Appendix 2 to JAR-FCL 1.240 &amp; 1.295 (continued)

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
<b>SECTION 5</b>							
<b>5 Landings</b>			P				
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH.							
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P----->	An aircraft may not be used for this exercise			
5.3 Cross wind landings (a/c, if practicable).			P----->	----->			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.			P----->	----->			
5.5 Landing with critical engine simulated inoperative.			P----->	----->		M	
5.6 Landing with two engines inoperative <ul style="list-style-type: none"> <li>- Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM.</li> <li>- Aeroplanes with four engines, two engines at one side.</li> </ul>			P	X		M FS only (skill test only)	

**General remarks:**

**Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.**

**(Refer to Subpart E, JAR-FCL 1.180)**

Appendix 2 to JAR-FCL 1.240 & 1.295 (continued)

Manoeuvres/Procedures (including Multi-Crew Cooperation)	PRACTICAL TRAINING					[ ]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in  FS A	Examiner's initials when test completed
<b>SECTION 6</b>							
<p><b>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)</b></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 RVR</p>			P*----->	----->X An aircraft may not be used for this exercise		M*	
<p>6.2* ILS Approaches</p> <p>In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.</p>			P----->	----->		M	

Appendix 2 to JAR-FCL 1.240 &amp; 1.295 (continued)

	PRACTICAL TRAINING					[ ]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in  FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
6.3* Go-around  after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure			P----->	----->		M*	
6.4* Landing(s)  with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed			P----->	----->		M	

**NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.**

[Amdt. 1, 01.06.00; Amdt. 2, 01.08.02; Amdt. 4, 01.09.05; Amdt.7, 01.12.06]

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**Appendix 3 to JAR-FCL 1.240****Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot aeroplanes**

(See JAR-FCL 1.240 through 1.262 and 1.295)

1 The following symbols mean:

P = Trained as Pilot-in-Command for the issue of the class/type rating as applicable.

X = Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.

2 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (---->)

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

A = Aeroplane

FS = Flight Simulator

FTD = Flight Training Device (including FNPT II for ME class rating)

3 The starred (\*) items of section 3B and, for multi-engine Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (\*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type/class rating will be restricted to VFR only.

4 Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

5 Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

6 When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with JAR-OPS, the type/class rating will be restricted to multi-pilot.

7 A flight simulator or FNPT II shall be used for practical training for type or multi-engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:

- (a) the qualification of the flight simulator or FNPT II as set out in JAR-STD;
- (b) the qualifications of the instructors and examiner;
- (c) the amount of flight simulator or FNPT II training provided on the course; and
- (d) the qualifications and previous experience of the pilot under training.

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Appendix 3 to JAR-FCL 1.240 (continued)

Manoeuvres/Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
<b>SECTION 1</b>						
<b>1 Departure</b>						
1.1 Pre-flight including: Documentation Mass and Balance Weather briefing						
1.2 Pre-start checks External/internal			P		M	
1.3 Engine starting: Normal Malfunctions	P---->	---->	---->		M	
1.4 Taxiing		P---->	---->		M	
1.5 Pre-departure checks: Engine run-up (if applicable)	P---->	---->	---->		M	
1.6 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P---->	---->			
1.7 Climbing: Vx/Vy Turns onto headings Level off		P---->	---->		M	
1.8 ATC liaison – Compliance, R/T procedure						
<b>SECTION 2</b>						
<b>2 Airwork ([VMC])</b>						
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>MCA</sub> when applicable)		P---->	---->			
2.2 Steep turns (360° left and right at 45° bank)		P---->	---->		M	
2.3 Stalls and recovery: i. clean stall ii. Approach to stall in descending turn with bank with approach configuration and power iii. Approach to stall in landing configuration and power iv. Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)		P---->	---->		M	

Appendix 3 to JAR-FCL 1.240 (continued)

Manoeuvres/Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
2.4 Handling using autopilot and flight director (may be conducted in Section 3) if applicable		P---->	---->		M	
2.5 ATC liaison – Compliance, R/T procedure						
<b>SECTION 3A</b>						
<b>3A En route procedures VFR (see Appendix 3 to JAR-FCL 1.240 note 3 and 4)</b>						
3A.1 Flight plan, dead reckoning and map reading						
3A.2 Maintenance of altitude, heading and speed						
3A.3 Orientation, timing and revision of ETAs						
3A.4 Use of radio navigation aids (if applicable)						
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6 ATC liaison – Compliance, R/T procedure						
<b>SECTION 3B</b>						
<b>3B Instrument flight</b>		P---->	---->			
3B.1* Departure IFR		P---->	---->		M	
3B.2* En route IFR		P---->	---->		M	
3B.3* Holding procedures		P---->	---->		M	
3B.4* ILS to DH/A of 200' (60 m) or to procedure minima (autopilot may be used to glideslope intercept)		P---->	---->		M	
3B.5* Non-precision approach to MDH/A and MAP		P---->	---->		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator:  Rate 1 turns  Recoveries from unusual attitudes	P---->	---->	---->		M	
3B.7* Failure of localiser or glideslope	P---->	---->	---->			

Appendix 3 to JAR-FCL 1.240 (continued)

Manoeuvres/Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
3B.8* ATC liaison – Compliance, R/T procedure						
<b>SECTION 4</b>						
<b>4 Arrival and landings</b>						
4.1 Aerodrome arrival procedure		P---->	---->		M	
4.2 Normal landing		P---->	---->		M	
4.3 Flapless landing		P---->	---->		M	
4.4 Crosswind landing (if suitable conditions)		P---->	---->			
4.5 Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)		P---->	---->			
4.6 Go-around from minimum height		P---->	---->		M	
4.7 Night go-around and landing (if applicable)	P---->	---->	---->			
4.8 ATC liaison – Compliance, R/T procedure						
<b>SECTION 5</b>						
<b>5 Abnormal and emergency procedures</b> (This Section may be combined with Sections 1 through 4)						
5.1 Rejected take-off at a reasonable speed		P---->	---->		M	
5.2 Simulated engine failure after take-off (single engine aeroplanes only)			P		M	
5.3 Simulated forced landing without power (single engine aeroplanes only)			P		M	
5.4 Simulated emergencies: i. Fire or smoke in flight ii. Systems malfunctions as appropriate	P---->	---->	---->			
5.5 Engine shutdown and restart (ME skill test only)	P---->	---->	---->			
5.6 ATC liaison – Compliance, R/T procedure						

Appendix 3 to JAR-FCL 1.240 (continued)

Manoeuvres/Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
<b>SECTION 6</b>						
<b>6 Simulated asymmetric flight</b>						
6.1* (This Section may be combined with Sections 1 through 5)  Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II)	P---->	---->	--- >X		M	
6.2* Asymmetric approach and go-around	P---->	---->	---->		M	
6.3* Asymmetric approach and full stop landing	P---->	---->	---->		M	
6.4 ATC liaison – Compliance, R/T procedure						

[Amdt. 1, 01.06.00; Amdt. 2, 01.08.02; Amdt. 4, 01.09.05]

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**Appendix 1 to JAR-FCL 1.246****Cross-crediting of the IR part of a type or class rating proficiency check**

(See JAR-FCL 1.246)

Credits shall be granted only when the holder is revalidating IR privileges for single engine and single pilot multi engine aeroplanes as appropriate

When a proficiency check including IR is performed, and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:	
(1)	(2)	
MP type rating	a. SE class * and b. SE type rating *, and c. SP ME class and type rating, only credits for Section 3b of Appendix 3 to JAR-FCL 1.240	(a)
SP ME type rating, operated as single pilot	a. SP ME class , and b. SE class and type rating	(b)
SP ME type rating, restricted to MP operation	a. SP ME class * , and b. SE class and type rating *	(c)
SP ME class rating, operated as single pilot	a. SE class and type rating, and b. SP ME type rating	(d)
SP ME class rating, restricted to MP operation	a. SE class and type rating * , and b. SP ME type rating *	(e)
SP SE class rating	SE class and type rating	(f)
SP SE type rating	SE class and type rating	(g)

\* Provided within the previous 12 months at least 3 IFR departures and approaches have been performed on a SP class or type of aeroplane in a single pilot operation.

[Amdt. 4, 01.09.05]

**Appendix 1 to JAR-FCL 1.251****Course of additional theoretical knowledge for a class or type rating for high performance single-pilot aeroplane**

(See Appendix 3 to JAR-FCL 1.055)

(See JAR-FCL 1.251)

(See Appendix 1 to JAR-FCL 1.285)

(See AMC FCL 1.055(a))

(See AMC JAR-FCL 1.251)

**HIGH PERFORMANCE AEROPLANE TRAINING**

1 The aim of the theoretical knowledge course is to provide the applicant with sufficient knowledge of those aspects of the operation of aeroplanes capable of operating at high speeds and altitudes, and the aircraft systems necessary for such operation.

2 The holder of an ICAO ATPL(A) or a pass in the theoretical knowledge examinations at ATPL(A) level is credited with meeting the requirement of JAR-FCL 1.251(a)(3).

3 A pass in any theoretical knowledge subjects as part of the HPA course will not be credited against meeting future theoretical examination requirements for issue of a CPL(A), IR(A) or ATPL(A).

**COURSE PROVIDERS**

4 Theoretical knowledge instruction for the HPA may be provided by an FTO approved to conduct theoretical knowledge training for the ATPL(A). Courses may also be provided by TRTOs offering training for HPA class and type ratings, in which case the course will be subject to specific approval. Course providers will be required to certify completion of the training and demonstration of knowledge by the applicant as a pre-requisite for training for an initial type or class rating for aeroplanes designated as high performance.

**COURSE SYLLABUS**

5 There is no mandatory minimum or maximum duration of the theoretical knowledge instruction, which may be conducted by distance learning. The subjects to be covered in the course and written examination are shown in the accompanying table.

Main subject headings are shown in Capital type, syllabus coverage by subject number in normal type. Subject numbers refer to those of the aeroplane syllabus of theoretical knowledge instruction contained in Appendix 1 to JAR-FCL 1.470. Syllabus content is a general indication of areas to be covered and examination content should cover all subject numbers irrespective of their relevance to any specific type or class of aeroplane.

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## Appendix 1 to JAR-FCL 1.251 (Continued)

Subject Ref:	Syllabus Content:
021 00 00 00	AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT
021 02 02 01 to 021 02 02 03	Alternating current - general Generators AC power distribution
021 01 08 03	Pressurisation (Air driven systems - piston engines)
021 01 09 04	Pressurisation (Air driven systems - turbojet and turbopropeller)
021 03 01 06 021 03 01 07 021 03 01 08 021 03 01 09	Engine performance - piston engines Power augmentation (turbo/supercharging) Fuel Mixture
021 03 02 00 to 021 03 04 09	Turbine engines
021 04 05 00	Aircraft oxygen equipment
032 02 00 00	PERFORMANCE CLASS B - ME AEROPLANES
032 02 01 00 to 032 02 04 01	Performance of multi-engine aeroplanes not certificated under JAR/FAR 25 – Entire subject
040 02 00 00	HUMAN PERFORMANCE
040 02 01 00 to 040 02 01 03	Basic human physiology and High altitude environment
050 00 00 00	METEOROLOGY - WINDS AND FLIGHT HAZARDS
050 02 07 00 to 050 02 08 01	Jetstreams CAT Standing waves
050 09 01 00 to 050 09 04 05	Flight hazards Icing and turbulence Thunderstorms
062 02 00 00	BASIC RADAR PRINCIPLES
062 02 01 00 to 062 02 05 00	Basic radar principles Airborne radar SSR
081 00 00 00	PRINCIPLES OF FLIGHT – AEROPLANES
081 02 01 00 to 081 02 03 02	Transonic aerodynamics - Entire subject Mach number/shockwaves buffet margin/aerodynamic ceiling

## EXAMINATION

6. The written examination should consist of not less than 60 multi-choice questions, and may be split into individual subject papers at the discretion of FTO/TRTO. The pass mark for the examination will be 75%.

[Amdt. 3, 01.07.03]

**Appendix 1 to JAR-FCL 1.261(a)****Theoretical knowledge instruction requirements for skill test/proficiency checking for class/type ratings**

(See JAR-FCL 1.261(a))

(See AMC FCL 1.261(a))

1 The theoretical knowledge instruction shall be conducted by an authorised instructor holding the appropriate type/class rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

2 The theoretical knowledge instruction shall cover the syllabus in AMC FCL 1.261(a), as appropriate to the aeroplane class/type concerned. Depending on the equipment and systems installed, the instruction shall include but is not limited to the following content:

(a) Aeroplane structure and equipment, normal operation of systems and malfunctions

- Dimensions
- Engine including auxiliary power unit
- Fuel system
- Pressurisation and air-conditioning
- Ice protection, windshield wipers and rain repellent
- Hydraulic systems
- Landing gear
- Flight controls, lift devices
- Electrical power supply
- Flight instruments, communication, radar and navigation equipment
- Cockpit, cabin and cargo compartment
- Emergency equipment

(b) Limitations

- General limitations
- Engine limitations
- System limitations
- Minimum equipment list

(c) Performance, flight planning and monitoring

- Performance
- Flight planning
- Flight monitoring

(d) Load, balance and servicing

- Load and balance
- Servicing on ground

(e) Emergency procedures

(f) Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m)

- Airborne equipment, procedures and limitations

(g) Special requirements for "glass cockpit" aeroplanes

- Electronic flight instrument systems (e.g. EFIS, EICAS)

(h) Flight Management systems (FMS)

3 For the initial issue of type ratings for multi-pilot aeroplanes the written or computer based examination shall at least comprise one hundred multi-choice questions distributed appropriately across the main subjects of the syllabus. The pass mark shall be 75% in each of the main subjects of the syllabus.



Appendix 1 to JAR-FCL 1.261(a) (continued)

4 For the initial issue of type and class ratings for single-pilot multi-engine aeroplanes the number of multi-choice questions in the written or computer based examination shall depend on the complexity of the aeroplane. The pass mark shall be 75%.

5 For single-engine single-pilot aeroplanes the examiner may conduct the theoretical knowledge part of the skill test and proficiency check orally and shall determine whether or not a satisfactory level of knowledge has been achieved.

6 For proficiency checks multi-pilot and single-pilot multi-engine aeroplanes theoretical knowledge shall be verified by a multi-choice questionnaire or other suitable methods.

[Amdt. 1, 01.06.00; Amdt. 2, 01.08.02]

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**Appendix 1 to JAR-FCL 1.261(c)(2)****Approval of Aeroplane Zero Flight Time Type Rating [ ]Courses****1 GENERAL**

(a) Approval for ZFTT will only be given to a Training Organisation of an JAR-OPS 1 operator or a Training Organisation having a specific approved arrangement with a JAR-OPS 1 operator.

(b) The training organisation shall ensure that the student pre-requisites are met before starting the Type Rating Course.

(c) The Type Rating will be restricted to that Operator until flying under supervision has been accomplished.

**2 APPROVAL OF TYPE RATING COURSE USING ZFTT**

(a) The flight simulator to be used shall be qualified in accordance with JAR-STD and user approved for ZFTT by the Authority. User approval will only be given if the flight simulator is representative of the aeroplane flown by the operator.

(b) The flight simulator approved for ZFTT shall be serviceable according to the quality system criteria of the STD operator (see AMC STD 1A.025). Some equipment may be unserviceable provided that it is not required during the simulator lesson. The motion and the visual shall be fully serviceable.

(c) Unless specified otherwise, a specific simulator session including a minimum of six additional take-offs and landings included in the type rating course shall be conducted according to JAR-OPS 1.945(d)(2).

(d) For an initial approval to conduct ZFTT the operator shall have held a JAR-OPS Air Operator's Certificate for at least one year. This period may be reduced at the discretion of the Authority where the operator and the TRTO have experience of type rating training.

(e) Approval for ZFTT shall only be given if the operator has at least 90 days operational experience of the aeroplane type. In the case of ZFTT provided by a training organisation having a specific approved arrangement with a JAR-OPS 1 Operator, the 90 days operational experience requirements will not apply if the TRI (A) involved in the additional take-offs and landings requirement in JAR-OPS 1.945 (d)(2), has operational experience acceptable to the Authority on the aeroplane type.

(f) The check required in JAR-OPS 1.965(b) may be combined with the type rating skill test. When this is not, a conversion course shall be conducted and a check completed according to JAR-OPS 1.945 before the specific simulator session.

**3 REQUIRED PILOT EXPERIENCE**

A pilot undertaking ZFTT course shall have completed, on a multi-pilot turbo-jet transport category aeroplane or on a multi-pilot turbo-prop aeroplane having a MTOM of not less than 10 tonnes or an approved passenger seating configuration of more than 19 passengers, at least:

(a) 1500 hours flight time or 250 route sectors if a flight simulator qualified to level CG, C or interim C is used during the course; or

(b) 500 hours flight time or 100 route sectors if a flight simulator qualified to level DG, Interim D or D is used during the course.

When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training approved by the Authority shall be required.

[Amdt. 1, 01.06.00, Amdt. 5, 01.03.06]

**Appendix 1 to JAR-FCL 1.261(d)****Multi-crew co-operation course (Aeroplane)**

(See JAR-FCL 1.261(d))

(See AMC FCL 1.261(d))

1 The aim of the course is to become proficient in multi-crew co-operation (MCC) in order to operate safely multi-pilot multi-engine aeroplanes under IFR and, for that purpose, to ensure that:

a. The pilot-in-command fulfils his managing and decision-making functions irrespective whether he is PF or PNF.

b. The tasks of PF and PNF are clearly specified and distributed in such a manner that the PF can direct his full attention to the handling and control of the aircraft.

c. Co-operation is effected in an orderly manner appropriate to the normal, abnormal or emergency situations encountered.

d. Mutual supervision, information and support is ensured at all times.

**INSTRUCTORS**

2 Instructors for MCC training shall be thoroughly familiar with human factors and crew resource management (CRM). They should be current with the latest developments in human factors training and CRM techniques.

**THEORETICAL KNOWLEDGE**

3 The theoretical knowledge syllabus is set out in AMC FCL 1.261(d). An approved MCC theoretical knowledge course shall comprise not less than 25 hours.

**FLYING TRAINING**

4 The flying training syllabus is set out in AMC FCL 1.261(d).

**CERTIFICATE OF COMPLETION**

5 On completion of the course, the applicant may be issued with a certificate of satisfactory completion of the course.

**CROSS-CREDITING**

6 A holder of a certificate of completion of MCC training on helicopters shall be exempted from the requirement to complete the theoretical knowledge syllabus as set out in AMC FCL 1.261(d).

[Amdt. 2, 01.08.02]

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## SUBPART G – AIRLINE TRANSPORT PILOT LICENCE (Aeroplane) – ATPL(A)

**JAR-FCL 1.265 Minimum age**

An applicant for an ATPL(A) shall be at least 21 years of age.

**JAR-FCL 1.270 Medical fitness**

An applicant for an ATPL(A) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the ATPL(A) a valid Class 1 medical certificate shall be held.

[Amdt.1, 01.06.00]

**JAR-FCL 1.275 Privileges and conditions**

(a) *Privileges [of an ATPL(A) based on a CPL(A)].* Subject to any other conditions specified in JARs, the privileges of the holder of an ATPL(A) [based on a CPL(A)] are to:

(1) exercise all the privileges of the holder of a PPL(A), a CPL(A) and an IR(A); and

(2) act as pilot-in-command or co-pilot in aeroplanes engaged in [commercial] air transportation.

[(b) When the holder of an ATPL(A) has previously held only a multi-crew pilots licence, the privileges of the licence shall be restricted to multi-pilot operations unless the holder has met the requirements of JAR-FCL 1 Subpart C and JAR-FCL 1.510(a)(2) and (a)(3) as applicable to the operation of single pilot aeroplanes. Any such limitations shall be endorsed on the licence.]

[ ][(c) *Conditions.* An applicant for an ATPL(A) who has complied with the conditions specified in JAR-FCL [1.010(a)(4),] 1.265, 1.270 [ ],] 1.280 [ ], 1.285, 1.290 and] 1.295 shall have fulfilled the requirements for the issue of an ATPL(A) containing a type rating for the aeroplane type used on the skill test.

[Amdt.7, 01.12.06]

**JAR-FCL 1.280 Experience and crediting**  
(See JAR-FCL 1.050(a)(3))

(a) An applicant for an ATPL(A) shall have completed as a pilot of aeroplanes at least 1500 hours of flight time (see also JAR-FCL 1.050(a)(3)). Of the 1500 hours flight time, up to 100 hours of flight time may have been completed in FS and FNPT of which a maximum

JAR-FCL 1.280(a) (continued)

of 25 hours may have been completed in FNPT, including at least:

(1) 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with the JAR[EASA-CS]/FAR-25 Transport category or the JAR[EASA-CS]/FAR-23 Commuter category, or BCAR or AIR 2051;

(2) [ ][(i) 500 hours as pilot-in-command under supervision; or

(ii) 250 hours either as pilot-in-command; or

(iii) 250 hours made up by at least 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;]

(3) 200 hours of cross-country flight time of which at least 100 hours shall be as pilot-in-command or as [ ] [pilot in command] 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 pilot-in-command or as co-pilot.

(b) (1) Holders of a pilot licence or equivalent document for other categories of aircraft will be credited with flight time in such other categories of aircraft as set out in JAR-FCL 1.155 except flight time in helicopters which will be credited up to 50% of all the flight time requirements of sub-paragraph (a).

(2) Holders of a flight engineer licence will be credited with 50% of the flight engineer time up to a maximum credit of 250 hours. This 250 hours may be credited against the 1 500 hours requirement of sub-paragraph (a), and the 500 hours requirement of sub-paragraph (a)(1), provided that the total credit given against any of these sub-paragraphs does not exceed 250 hours.

(c) The experience required shall be completed before the skill test given in JAR-FCL 1.295 is taken.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03; Amdt.7, 01.12.06]

**JAR-FCL 1.285 Theoretical knowledge**  
(See AMC FCL 1.285)

(a) *Course.* An applicant for an ATPL(A) shall have received theoretical knowledge instruction on

JAR-FCL 1.285(a) (continued)

an approved course at an approved flying training organisation (FTO). An applicant who has not received the theoretical knowledge instruction during an integrated course of training shall take the course set out in Appendix 1 to JAR-FCL 1.285.

(b) *Examination.* An applicant for an ATPL(A) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an ATPL(A) and in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

### **JAR-FCL 1.290 Flight instruction**

(See Appendix 1 to JAR-FCL 1.261(d))

(See AMC FCL 1.261(d))

An applicant for an ATPL(A) shall be the holder of a CPL(A), a multi-engine instrument rating(A) and have received instruction in multi-crew co-operation as required by JAR-FCL 1.261(d) (see Appendix 1 to JAR-FCL 1.261(d) and AMC FCL 1.261(d)) [or be the holder of a MPL(A)].

[Amdt.3, 01.07.03; Amdt.7, 01.12.06]

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### **JAR-FCL 1.295 Skill**

(a) An applicant for an ATPL(A) shall have demonstrated the ability to perform, as pilot-in-command of an aeroplane type certificated for a minimum crew of two pilots under IFR (see Appendix 1 to JAR-FCL 1.220 part B), the procedures and manoeuvres described in Appendices 1 and 2 to JAR-FCL 1.240 and 1.295 with a degree of competency appropriate to the privileges granted to the holder of an ATPL(A).

(b) The ATPL(A) skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the aeroplane used in the test and may be combined with the skill test for the issue of a multi-pilot type rating.

[Amdt.1, 01.06.00]

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**Appendix 1 to JAR-FCL 1.285****ATPL(A) – Modular theoretical knowledge course**

(See JAR-FCL 1.285)

(See Appendix 1a to JAR-FCL 1.055)

(See Appendix 1 to JAR-FCL 1.470)

1 The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course, to the level of theoretical knowledge required for the ATPL(A).

2 An applicant wishing to undertake an ATPL(A) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete 650 hours (1 hour = 60 minutes instruction) of instruction for ATPL theory within a period of 18 months. An applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1.

Holders of a CPL(A)/IR may have the theoretical instruction hours reduced by 350 hours.

Holders of a CPL(A) may have the theoretical instruction hours reduced by 200 hours and holders of an IR may have the theoretical instruction hours reduced by 200 hours.

3 The FTO shall ensure that before being admitted to the course the applicant has a sufficient level of knowledge of Mathematics and Physics to facilitate an understanding of the content of the course.

3 The FTO shall ensure that before being admitted to the course the applicant has a sufficient level of knowledge of Mathematics and Physics to facilitate an understanding of the content of the course.

4 The instruction shall cover all items in the relevant syllabi set out in the Appendix 1 to JAR-FCL 1.470. An approved course should include formal classroom work and may include the use of such facilities as inter-active video, slide/tape presentation, learning carrels, computer based training and other media as approved by the Authority. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

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## SUBPART H – INSTRUCTOR RATINGS (Aeroplane)

**JAR-FCL 1.300 Instruction – General**

(a) A person shall not carry out the flight instruction required for the issue of any pilot licence or rating unless that person has:

(1) a pilot licence containing an instructor rating; or

(2) a specific authorisation granted by a JAA Member State in cases where:

(i) new aeroplanes are introduced; or

(ii) vintage aeroplanes or aeroplanes of special manufacture are registered, for which no person has an instructor rating; or

(iii) training is conducted outside JAA Member States by instructors not holding a JAR-FCL licence (see Appendix 1 to JAR-FCL 1.300).

(b) A person shall not carry out synthetic flight instruction unless holding a FI(A), TRI(A), IRI(A), CRI(A) rating or a MCCI(A), SFI(A) or STI(A) authorisation. Paragraph (a)(2) above is also valid for the synthetic flight instruction.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03; Amdt.4, 01.09.05]

**JAR-FCL 1.305 Instructor ratings and authorisation – Purposes**

Seven instructor categories are recognised.

(a) Flight instructor rating – aeroplane (FI(A)).

(b) Type rating instructor rating – aeroplane (TRI(A)).

(c) Class rating instructor rating – aeroplane (CRI(A)).

(d) Instrument rating instructor rating – aeroplane (IRI(A)).

(e) Synthetic flight instructor authorisation – aeroplane (SFI(A)).

(f) Multi crew Co-operation instructor Authorisation Aeroplanes (MCCI(A)).

(g) Synthetic training instructor authorization – aeroplane (STI(A))

[Amdt.3, 01.07.03; Amdt.4, 01.09.05]

**JAR-FCL 1.310 Instructor ratings – General**

[(See Appendix 1 to JAR-FCL 1.310(d))]

(a) *Pre-requisites.* All instructors shall (unless specified otherwise):

(i) hold at least the licence, rating and qualification for which instruction is being given, and

(ii) have at least 15 hours experience as pilot on the type or class of aeroplane on which instruction is being given, and

(iii) shall be entitled to act as pilot-in-command of the aircraft during such training.

(b) *Multiple roles.* Provided that they meet the qualification and experience requirements set out in this Subpart for each role undertaken, instructors are not confined to a single role as flight instructors (FIs), type rating instructors (TRIs), class rating instructors (CRIs) or instrument rating instructors (IRIs).

(c) *Credit towards further authorisations or ratings.* Applicants for further instructor authorisations or ratings may be credited with the teaching and learning skills already demonstrated for the instructor authorisation or rating held.

[(d) (1) *Instructor competencies for the MPL(A).*

Instructors wishing to instruct at a training course with a competency based training approach shall:

(i) hold a valid instructor rating or authorization; and

(ii) have met the relevant requirements of this Subpart; and

(iii) have successfully completed the MPL(A) Instructors Training course as set out in Appendix 1 to JAR-FCL 1.310(d).

(iv) for the basic, intermediate and advanced phases of the MPL(A) integrated training course, have experience in multi-pilot operations acceptable to the Authority and undertake the CRM elements of an operators conversion course in accordance with JAR-OPS 1.945 paragraph (a)(9).

(2) *Maintenance of MPL(A) instructors qualification.*

JAR-FCL 1.310(d)(2) (continued)

To maintain the MPL(A) instructors qualification the instructor shall within the last 12 months, conduct one of the following parts of a complete MPL(A) training course:

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

(ii) one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings.

(3) If the MPL(A) instructor, has not fulfilled the requirements of (2) above, he shall receive MPL(A) instructor refresher training acceptable to the Authority.]

[Amdt.3, 01.07.03; Amdt.4, 01.09.05; Amdt.7, 01.12.06]

### JAR-FCL 1.315 Instructor ratings and authorisations – Period of validity

(a) All instructor ratings and authorisations are valid for a period of 3 years.

(b) The validity period for a specific authorisation shall not exceed 3 years.

(c) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an instructor rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

### JAR-FCL 1.320 Flight Instructor rating (aeroplane) (FI(A)) – Minimum age

An applicant for a flight instructor rating shall be at least 18 years of age.

### JAR-FCL 1.325 FI(A) – Restricted privileges

(a) *Restricted period.* Until the holder of a FI(A) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights, the privileges of the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI(A).

JAR-FCL 1.325 (continued)

(b) *Restrictions.* The privileges are restricted to carrying out under the supervision of a FI(A) approved for this purpose:

(1) flight instruction for the issue of the PPL(A) – or those parts of integrated courses at PPL(A) level – and class and type ratings for single-engine aeroplanes, excluding approval of first solo flights by day or by night and first solo navigation flights by day or by night; and

(2) night flying, provided a night qualification is held, the ability to instruct at night has been demonstrated to an FI(A) authorised to conduct FI(A) training in accordance with JAR-FCL 1.330(f) and the night currency requirement of JAR-FCL 1.026 is satisfied.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

### JAR-FCL 1.330 FI(A) – Privileges and requirements

(See JAR-FCL 1.325)

(See Appendix 1 to JAR-FCL 1.330 & 1.345)

(See Appendix 1 to JAR-FCL 1.395)

[(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

(See AMC FCL 1.395)

The privileges of the holder of a FI(A) rating (for restrictions see JAR-FCL 1.325) are to conduct flight instruction for:

(a) the issue of the PPL(A) and class and type ratings for single-engine aeroplanes;

(b) the issue of a CPL(A), provided that the FI(A) has completed at least 500 hours of flight time as a pilot of aeroplanes including at least 200 hours of flight instruction;

(c) night flying, provided a night qualification is held, the ability to instruct at night has been demonstrated to an FI(A) authorised to conduct FI(A) training in accordance with JAR-FCL 1.330(f) and the night currency requirement of JAR-FCL 1.026 is satisfied;

(d) (1) the issue of an IR(A) provided that the instructor has:

(i) At least 200 hours flight time in accordance with instrument flight rules, of which up to 50 hours may be instrument ground time in a flight simulator or FNPT II; and

JAR-FCL 1.330(d) (continued)

(ii) completed as a student an approved course comprising at least 5 hours of flight instruction in an aeroplane, flight simulator or FNPT II (see Appendix 1 to JAR-FCL 1.395 and AMC FCL 1.395) and has passed the appropriate skill test as set out in Appendix 1 to JAR-FCL 1.330 & 1.345;

(2) in addition, for the issue an IR(A) multi-engine aeroplanes the instructor shall meet the requirements of JAR-FCL 1.380(a), the issue of an IR(A) multi-engine aeroplanes, provided that the instructor meet the requirements of JAR-FCL 1.380(a);

(e) the issue of a single-pilot multi-engine type or class rating, provided that the instructor meets the requirements of JAR-FCL 1.380(a);

(f) the issue of a FI(A) rating, provided that the instructor:

(1) has completed at least 500 hours of instruction in aeroplanes; and

(2) has demonstrated to a FI(A) examiner the ability to instruct a FI(A) during a skill test conducted in accordance with Appendix 1 to JAR-FCL 1.330 & 1.345; and

(3) is authorised by the Authority for this purpose.

[(g) the issue of a MPL(A):

(1) meet the requirements of JAR-FCL 1.310(d)

(2) for the core flying phase of training (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided that the FI(A) has completed at least 500 hours of flight time as a pilot of aeroplanes including at least 200 hours of flight

(3) for the basic phase of training (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided that the FI(A) has an IR(A) ME, IR(A) instructional privileges; and

(i) completed at least 1500 hours of flight time in multi-crew operations; or

(ii) for existing FI(A) on ATP(A) or CPL(A)/IR integrated course, follow a structured course of training consisting of:

(a) MCC qualification; and

(b) observing 5 sessions of instruction in Phase 3 of an MPL(A) course; and

(c) observing 5 sessions of instruction in Phase 4 of a MPL(A) course; and

JAR-FCL 1.330(g) (continued)

(d) observing 5 operator recurrent line oriented flight training sessions; and

(e) the content of the MCCI instructor course (AMC FCL 1.417); and

(f) the first 5 instructor sessions shall be supervised by a TRI(A) nominated by the Authority for the purpose.]

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03; Amdt.4, 01.09.05, Amdt.5, 01.03.06; Amdt.7, 01.12.06]

### JAR-FCL 1.335 FI(A) – Pre-requisite requirements

(See Appendix 3 to JAR-FCL 1.240)

(See Appendix 1 to JAR-FCL 1.470)

Before being permitted to begin an approved course of training for a FI(A) rating an applicant shall have:

(a) at least a CPL(A) or completed at least 200 hours of flight time of which 150 hours as pilot-in-command if holding a PPL(A);

(b) met the knowledge requirements for a CPL(A) as set out in Appendix 1 to JAR-FCL 1.470;

(c) completed at least 30 hours on single-engine piston powered aeroplanes of which at least five hours shall have been completed during the six months preceding the pre-entry flight test set out at (f) below;

(d) received at least 10 hours instrument flight instruction of which not more than five hours may be instrument ground time in a FNPT or a flight simulator;

(e) completed at least 20 hours of cross-country flight as pilot-in-command, including a flight totaling not less than 540 km (300 nm) in the course of which full stop landings at two different aerodromes shall be made; and

(f) passed a specific pre-entry flight test with an FI qualified as in JAR-FCL 1.330(f) based upon the proficiency check as set out in Appendix 3 to JAR-FCL 1.240 within the six months preceding the start of the course. The flight test will assess the ability of the applicant to undertake the course.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

**JAR-FCL 1.340 FI(A) – Course**  
 (See Appendix 1 to JAR-FCL 1.340)  
 (See AMC FCL 1.340)

(a) An applicant for the FI(A) rating shall have completed an approved course of theoretical knowledge instruction and flight training at an approved FTO (see Appendix 1 to JAR-FCL 1.340 and AMC FCL 1.340).

(b) The course is intended to train the applicant to give instruction on single-engine aeroplanes up to PPL(A) standard. The flight instruction shall comprise at least 30 hours of flight training, of which 25 hours shall be dual flight instruction. The remaining five hours may be mutual flying (that is, two applicants flying together to practice flight demonstrations). Of the 25 hours, five hours may be conducted in a flight simulator or FNPT approved for the purpose by the Authority. The skill test is additional to the course training time.

[Amdt.1, 01.06.00]

**JAR-FCL 1.345 FI(A) – Skill**  
 (See Appendix 1 and 2 to JAR-FCL 1.330 & 1.345)

An applicant for a FI(A) rating shall demonstrate to an examiner notified by the Authority for this purpose the ability to instruct a student pilot to the level required for the issue of a PPL(A), including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendices 1 and 2 to JAR-FCL 1.330 & 1.345.

[Amdt.1, 01.06.00]

**JAR-FCL 1.350 FI(A) – Rating issue**

An applicant for a FI(A) rating

(a) who has complied with the conditions specified in JAR-FCL 1.310, 1.315 and 1.335 through 1.345, or

(b) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 1.300, complies with the requirements of JAR-FCL 1.355 and hold a JAR-FCL licence

shall have fulfilled the requirements for the issue of a FI(A) rating, subject to the initial restrictions set out in JAR-FCL 1.325.

[Amdt.4, 01.09.05]

**JAR-FCL 1.355 FI(A) – Revalidation and renewal**  
 (See Appendices 1 and 2 to JAR-FCL 1.330 & 1.345)  
 (See AMC FCL 1.355(a)(2))  
 (See IEM FCL 1.355)

(a) For revalidation of a FI(A) rating the holder shall fulfill two of the following three requirements:

(1) completed at least 100 hours of flight instruction on aeroplanes as FI, CRI, IRI or as examiner during the period of validity of the rating, including at least 30 hours of flight instruction within the 12 months preceding the expiry date of the FI rating, 10 hours of this 30 hours shall be instruction for an IR if the privileges to instruct for IR are to be revalidated;

(2) attended a FI refresher seminar (see AMC FCL 1.355(a)(2)), as approved by the Authority, within the validity period of the FI rating;

(3) passed, as a proficiency check, the skill test set out in Appendices 1 and 2 to JAR-FCL 1.330 and 1.345 within the 12 months preceding the expiry date of the FI rating.

(b) For at least each alternate revalidation of a FI(A) rating the holder shall pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JAR-FCL 1.330 & 1.345 as one of the two requirements to be fulfilled to comply with JAR-FCL 1.355(a).

(c) If the rating has lapsed, the applicant shall meet the requirements as set out in (a)(2) and (a)(3) above within the last 12 months before renewal .

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03]

**JAR-FCL 1.360 Type rating instructor rating (multi-pilot aeroplane) (TRI(MPA)) – Privileges**  
 (See JAR-FCL 1.261(d))  
 (See Appendix 1 to JAR-FCL 1.261(d))  
 [(See Appendix 1 to JAR-FCL 1.520 & 1.525)]  
 (See AMC FCL 1.261(d))

(a) The privileges of the holder of a TRI(MPA) rating are to instruct [ ]for:

[(1)] the issue of a MPA type rating:

[(2)] the instruction required for multi-crew co-operation (see JAR-FCL 1.261(d), Appendix 1 to JAR-FCL 1.261(d) and AMC FCL 1.261(d)); [and]

[(3)] the instruction required during the basic phase of training of the MPL(A) integrated training course (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided he holds or has held a FI(A) or an IRI(A) rating and the requirements of JAR-FCL 1.310(d) are met.]

[(4)] the instruction required during intermediate and advanced phases of training of the MPL(A) integrated training course (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided the requirements of JAR-FCL 1.310(d) are met.]

(b) If the TRI(A) training is carried out in a flight simulator only, the TRI(A) rating will be restricted to exclude emergency/abnormal procedure training in an aircraft. To remove this restriction the holder of a TRI(A) rating shall perform the training contained in AMC FCL 1.365 Part 2 Paragraph 8 in an aeroplane.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.7, 01.12.06]

**JAR-FCL 1.365 TRI(MPA) – Requirements**  
(See Appendix 1 to JAR-FCL 1.365)  
(See AMC FCL 1.365)

(a) An applicant for the initial issue of a TRI(MPA) rating shall have:

(1) successfully completed an approved TRI course at an approved FTO or TRTO (see Appendix 1 to JAR-FCL 1.365 and AMC FCL 1.365);

(2) completed at least 1500 hours flight time as a pilot of multi-pilot aeroplanes;

(3) completed within the 12 months preceding the application at least 30 route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable aeroplane type, or a similar type as agreed by the Authority, of which not more than 15 sectors may be completed in a flight simulator; and

(4) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI notified by the Authority for this purpose.

JAR-FCL 1.365(a) (continued)

The requirements above are fulfilled if the applicant hold a JAR-FCL licence, have been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 1.300 and complies with JAR-FCL 1.370.

(b) Before the privileges are extended to further MPA types, the holder shall have:

(1) completed, within the 12 months preceding the application, at least 15 route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable aeroplane type, or a similar type as agreed by the Authority, of which not more than 7 sectors may be completed in a flight simulator;

(2) satisfactorily completed the relevant technical training content of an approved TRI course at an approved FTO or TRTO (see AMC FCL 1.365); and

(3) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(MPA) on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

**JAR-FCL 1.370 TRI(MPA) – Revalidation and renewal**  
(See Appendix 1 to JAR-FCL 1.365)  
(See AMC FCL 1.365)

(a) For revalidation of a TRI(MPA) rating, the applicant shall within the last 12 months, preceding the expiry date of the rating:

(1) conduct one of the following parts of a complete type rating/refresher/recurrent training course:

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

(ii) one air exercise of at least 1 hour comprising a minimum of 2 take offs and landings; or

(2) receive TRI(A) refresher training acceptable to the Authority.

(b) If the rating has lapsed the applicant shall have:

(1) completed within the 12 months preceding the application at least 30 route sectors, to include take-offs and landings as

## JAR-FCL 1.370(b) (continued)

pilot-in-command or co-pilot on the applicable aeroplane type, or a similar type as agreed by the Authority, of which not more than 15 sectors may be completed in a flight simulator;

(2) successfully completed the relevant parts of an approved TRI(MPA) course, agreed by the Authority (see Appendix 1 to JAR-FCL 1.365 and AMC FCL 1.365), taking into account the recent experience of the applicant; and

(3) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(MPA) on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.

[Amdt.1, 01.06.00]

**JAR-FCL 1.375 Class rating instructor rating (single-pilot aeroplane) (CRI(SPA)) – Privileges**  
(See JAR-FCL 1.310(a))

The privileges of the holder of a CRI(SPA) rating are to instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes. The holder may instruct on single-engine or multi-engine aeroplanes, subject to being appropriately qualified (see JAR-FCL 1.310(a)).

[Amdt.1, 01.06.00]

**JAR-FCL 1.380 CRI(SPA) – Requirements**

(See Appendix 1 to JAR-FCL 1.330 & 1.345)

(See Appendices 1 and 2 to JAR-FCL 1.380)

(See AMC FCL 1.380)

(a) *Multi-engine aeroplanes.* An applicant for the issue of a CRI(SPA) rating for multi-engine aeroplanes shall have:

(1) completed at least 500 hours flight time as a pilot of aeroplanes;

(2) completed at least 30 hours as PIC on the applicable type or class of aeroplane, prior to commencing the course.

(3) completed an approved course at an approved FTO or TRTO including at least five hours flight instruction on the aeroplane or a flight simulator given by an instructor

## JAR-FCL 1.380(a) (continued)

approved for this purpose (see Appendix 1 to JAR-FCL 1.380 and AMC FCL 1.380); and

(4) passed a skill test in accordance with Appendix 1 and Sections 1, 2, 3, 5 and 7 of Appendix 2 to JAR-FCL 1.330 & 1.345.

(b) *Single-engine aeroplanes.* An applicant for the issue of a CRI(SPA) rating for single-engine aeroplanes shall have:

(1) completed at least 300 hours flight time as a pilot of aeroplanes;

(2) completed at least 30 hours as PIC on the applicable type or class of aeroplane, prior to commencing the course.

(3) completed an approved course at an approved FTO or TRTO of at least three hours flight instruction on the aeroplane or a flight simulator given by an instructor approved for this purpose (see Appendix 2 to JAR-FCL 1.380); and

(4) passed a skill test in accordance with Appendix 1 and Sections 1, 2, 3, 4 and 7 of Appendix 2 to JAR-FCL 1.330 & 1.345.

(c) Before the privileges of the rating are extended to another type or class of aeroplane, the holder shall within the past 12 months have completed at least 10 hours flight time on aeroplanes of the applicable class or type or similar type as agreed by the Authority.

For an extension of a CRI(A) from SE to ME aeroplanes the requirements of (a) above shall be met.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05]

**JAR-FCL 1.385 CRI(SPA) – Revalidation and renewal**

(See Appendix 1 to JAR-FCL 1.330 & 1.345)

(a) For revalidation of a CRI(SPA) rating the applicant shall within the 12 months preceding the expiry date of the rating:

(1) (i) conduct at least 10 hours flight instruction in the role of a CRI(SPA); and

(ii) If the applicant has CRI(SPA) privileges on both SE and ME aeroplanes, conduct at least 5 hours on SE aeroplanes and 5 hours on ME aeroplanes within the 10 hours of flight instruction required in the role, or

JAR-FCL 1.385(a) (continued)

(2) conduct refresher training to the satisfaction of the Authority; or

(3) receive a refresher training as a CRI(A).

(b) If the rating has lapsed, the applicant shall have within the 12 months preceding the application:

(1) received refresher training as a CRI(A) to the satisfaction of the Authority; and

(2) passed as a proficiency check the relevant part (i.e. ME or SE) of the skill test set out in Appendix 1 and 2 to JAR-FCL 1.330 & 1.345.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

**JAR-FCL 1.390 Instrument instructor (aeroplane) Privileges rating (IRI(A)) –**

The privileges of the holder of an IRI(A) rating are limited to conduct flight instruction for :

(a) the issue of an IR(A) single-engine aeroplanes;

(b) the issue of an IR(A) multi-engine aeroplanes, provided that the instructor meets the requirements of JAR-FCL 1.380(a).

[(c) the basic phase of training (see Appendix 1 to JAR-FCL 1.520 & 1.525) provided that the IRI(A) has an IR(A) ME, IR(A) instructional privileges; and

(1) completed at least 1500 hours of flight time in multi-crew operations; or

(2) for existing IRI(A) on ATP(A) or CPL(A)/IR integrated course, follow a structured course of training consisting of:

(i) MCC qualifications; and

(ii) observing 5 sessions of instruction in Phase 3 of a MPL(A) course; and

(iii) observing 5 sessions of instruction in Phase 4 of a MPL(A) course; and

(iv) observing 5 operator recurrent line oriented flight training sessions; and

(v) the content of the MCC instructor course (AMC FCL 1.417); and

JAR-FCL 1.390 (c) (continued)

(vi) the first 5 instructor sessions shall be supervised by a TRI(A) nominated by the Authority for the purpose.]

[Amdt.3, 01.07.03; Amdt.7, 01.12.06]

**JAR-FCL 1.395 IRI(A) – Requirements**

(See Appendix 1 to JAR-FCL 1.330 & 1.345)

(See Appendix 1 to JAR-FCL 1.395)

(See AMC FCL 1.395)

An applicant for an IRI(A) rating shall have:

(a) completed at least 800 hours flight time under IFR, of which at least 400 hours shall be in aeroplanes;

(b) successfully completed at an approved FTO an approved course (see Appendix 1 to JAR-FCL 1.395 and AMC FCL 1.395) comprising theoretical knowledge instruction and at least ten hours of flight instruction on an aeroplane, flight simulator or FNPT II; and

(c) passed a skill test as set out in Appendices 1 and 2 to JAR-FCL 1.330 & 1.345.

[Amdt.1, 01.06.00]

**JAR-FCL 1.400 IRI(A) – Revalidation and renewal**

(a) For revalidation of an IRI(A) rating the holder shall meet the requirements set out in JAR-FCL 1.355(a).

(b) If the rating has lapsed, the holder shall meet the requirements of JAR-FCL 1.355(c), and any other requirements determined by the Authority.

[Amdt.4, 01.09.05]

**JAR-FCL 1.405 Synthetic flight instructor authorisation (aeroplane) (SFI(A)) – Privileges**

(See JAR-FCL 1.261(d))

[(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

The privileges of the holder of a SFI(A) authorisation are to carry out synthetic flight instruction: [ ]

[(a) For type rating;

JAR-FCL 1.405 (continued)

(b) For multi-crew co-operation (see JAR-FCL 1.261(d)); and

(c) During:

(i) the basic phase of training of the MPL(A) integrated training course (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided he holds or has held a FI(A) or an IRI(A) rating and the requirements of JAR-FCL 1.310(d) are met.

(ii) intermediate and advanced phases or training of the MPL(A) integrated training course (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided the requirements of JAR-FCL 1.310(d) are met.]

[Amdt.1, 01.06.00; Amdt.7, 01.12.06]

#### **JAR-FCL 1.410 SFI(A) – Requirements**

(See Appendix 1 to JAR-FCL 1.240)

(See Appendix 1 to JAR-FCL 1.365)

(See AMC FCL 1.365)

(a) An applicant for a SFI(A) authorisation shall:

(1) hold or have held a professional pilot licence issued by a JAA Member State or a non JAR-FCL professional licence acceptable to the Authority;

(2) have completed the simulator content of the applicable type rating course at an approved FTO or TRTO;

(3) have at least 1500 hours flying experience as pilot on multi-pilot aeroplanes;

(4) have completed an approved TRI(A) course (see Appendix 1 to JAR-FCL 1.365 and AMC FCL 1.365);

(5) have conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose;

(6) have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 and 2 to JAR-FCL 1.240 on a flight simulator of the applicable type; and

(7) (i) have completed within a period of 12 months, preceding the application, at

JAR-FCL 1.410(a)(7) (continued)

least three route sectors as an observer on the flight deck of the applicable type or similar type as agreed by the Authority, or

(ii) have completed within a period of 12 months preceding the application, at least 2 LOFT based simulator sessions conducted by qualified flight crew as an observer on the flight deck of the applicable type or similar type as agreed by the Authority. These simulator sessions shall include:

(A) flight between 2 different airports of at least 2 hours duration each, and

(B) associated pre-flight planning and de-briefing.

The requirements above are fulfilled if the applicant has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 1.300 and comply with the requirements of JAR-FCL 1.415.

(b) If the privileges are to be extended to further types of multi-pilot aeroplanes the holder shall have:

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

(2) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03; Amdt.4, 01.09.05]

#### **JAR-FCL 1.415 SFI(A) – Revalidation and renewal**

(See Appendix 1 to JAR-FCL 1.240)

(See Appendix 1 to JAR-FCL 1.365)

(See AMC FCL 1.365)

(a) For revalidation of a SFI(A) authorisation the applicant shall within the last 12 months of the validity period of the authorisation :

(1) conduct one simulator session of at least 3 hours as part of a complete type rating/refreshers/recurrent training course

and

(2) have completed a proficiency check as set out in Appendix 1 and 2 to FCL



## JAR-FCL 1.415(a)(2) (continued)

1.240 on a flight simulator of the appropriate type.

(b) If the authorisation has lapsed the applicant shall have:

(1) completed the simulator content of the applicable type rating course;

(2) successfully completed an approved TRI(A) course as agreed by the Authority (see Appendix 1 to JAR-FCL 1.365 and AMC FCL 1.365)

(3) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.

(4) have completed a proficiency check as set out in Appendix 1 to JAR-FCL 1.240 on a flight simulator of the appropriate type.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

**JAR-FCL 1.416 Multi Crew Co-operation Course Instructor authorization (aeroplane) MCCI(A) – Privileges**  
 [(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

The privileges of the holder of a MCCI(A) are to carry out instruction [during:]

[(a)] The practical part of MCC-courses when not combined with type rating training[; and]

[(b)] The basic phase of the MPL(A) integrated training course (see Appendix 1 to JAR-FCL 1.520 & 1.525), provided he holds or has held a FI(A) rating and the requirements of JAR-FCL 1.310(d) are met.]

[Amdt.3, 01.07.03; Amdt.7, 01.12.06]

**JAR- FCL 1.417 MCCI(A)-Requirements**  
 (See AMC FCL 1.417)

(a) An applicant for a MCCI(A) authorisation shall:

(1) hold or have held a professional pilot licence issued by a JAA Member State or a non- JAR-FCL professional licence acceptable to the Authority.

(2) have at least 1500 hours flying experience as pilot on multi-pilot aeroplanes

## JAR-FCL 1.417(a) (continued)

(3) have completed on a FNPT II or a flight simulator an approved MCCI course (see AMC FCL 1.417).

(4) have conducted on a complete MCC course at least 3 hours of flight instruction /MCC- instruction on the relevant FNPT II or flight simulator under the supervision and to the satisfaction of a TRI(A), SFI(A) or MCCI(A) notified by the Authority for this purpose.

(b) If the privileges are to be extended to another type of FNPT II or flight simulator the holder shall complete (a) (4) above on that type of FNPT II or FS.

[Amdt.3, 01.07.03, Amdt.4, 01.09.05]

**JAR-FCL 1.418 MCCI(A)- Revalidation and renewal.**

(a) For revalidation of a MCCI(A) authorisation the applicant shall within the last 12 months of the validity period of authorisation have completed the requirement in JAR-FCL 1.417(a)(4)

(b) If the authorisation has lapsed the applicant shall:

(1) meet any requirement of refresher training at the discretion of the Authority; and

(2) have completed the requirement in JAR-FCL 1.417(a)(4).

[Amdt.3, 01.07.03]

**JAR-FCL 1.419 Synthetic training instructor authorization (aeroplane) STI(A) – Privileges, requirements, revalidation and renewal**  
 [(See Appendix 1 to JAR-FCL 1.520 & 1.525)]

(a) *Privileges*

The privileges of the holder of a STI(A) authorisation are to carry out synthetic flight instruction[ ][:]

[(1) for issue of a licence;

(2) for issue of an instrument rating and class or type rating for single pilot aeroplanes; and

(3) during for the core flying skills training of the MPL(A) integrated training course (see Appendix 1 to JAR-FCL 1.520 & 1.525),

JAR-FCL 1.419(a) (continued)

provided the requirements of JAR-FCL 1.310(d) are met.]

(b) *Requirements.* An applicant for a STI(A) authorisation shall:

(1) hold or have held within the previous 3 years a pilot licence containing an instructional qualification appropriate to the courses on which instruction is intended or a non-JAA licence acceptable to the Authority;

(2) (i) have conducted in a flight simulator or FNPT II at least 3 hours of flight instruction related to the duties of a STI(A) under the supervision and to the satisfaction of an FIE(A) notified by the Authority for this purpose; or

(ii) for a STI(A) wishing to instruct on a BITD only, have completed on a BITD at least 3 hours of flight instruction under the supervision and to the satisfaction of an FIE(A) notified by the Authority for this purpose;

(3) (i) have completed within a period of 12 months preceding the application a proficiency check in accordance with Appendix 3 to JAR-FCL 1.240 in an FNPT of the class or type of aeroplane appropriate to the instruction intended; or

(ii) for an STI(A) wishing to instruct on BITDs only, have completed within a period of 12 months preceding the application a proficiency check covering only those exercises listed in Appendix 1 to JAR-FCL 1.125.

(c) For revalidation of a STI(A) authorisation the applicant shall within the last 12 months of the validity period of the authorisation:

(1) conducted at least 3 hours of instruction in a flight simulator or FNPT II or BITD where applicable as part of a complete CPL, IR, PPL or class or type rating course, and

(2) have completed Section 3B of the proficiency check set out in Appendix 3 to JAR-FCL 1.240 for the appropriate type or class of aeroplane in a flight simulator or FNPT II on which instruction is routinely conducted; or

(3) for an STI(A) instructing on BITDs only, have completed a proficiency check covering only those exercises listed in Appendix 1 to JAR-FCL 1.125.

JAR-FCL 1.419 (continued)

(d) If the authorisation has lapsed the applicant shall have:

(1) (i) completed at least 3 hours refresher training in a flight simulator or FNPT II; or

(ii) for an STI(A) wishing to instruct in BITDs only, completed at least 3 hours refresher training in a BITD;

(2) conducted on a complete CPL, IR, PPL or class or type rating course at least 3 hours instruction under the supervision and to the satisfaction of a FIE(A), FI(A), CRI(A), IRI(A), TRI(A) or SFI(A) notified by the Authority for this purpose. At least one hour instruction shall be supervised and to the satisfaction of an FIE(A);

(3) (i) completed Section 3B of the proficiency check set out in Appendix 3 to JAR-FCL 1.240 for the appropriate type or class of aeroplane in a flight simulator or FNPT II on which instruction is routinely conducted; or

(ii) for an STI(A) instructing on BITDs only, have completed a proficiency check covering only those exercises listed in Appendix 1 to JAR-FCL 1.125.

[Amdt.4, 01.09.05, Amdt.5, 01.03.06; Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.300****Requirements for a specific authorisation for instructors not holding a JAR-FCL licence to instruct in a TRTO outside JAA Member States or in a FTO partial training outside JAA Member States in accordance with Appendix 1b to JAR-FCL 1.055**

(See JAR-FCL 1.300(a)(2)(iii))

1 (a) Instructors seeking to instruct for a JAR-FCL licence including class and instrument ratings shall:

(i) hold at least a CPL and ratings issued in accordance with ICAO Annex I required by the respective non JAA State for the instruction to be given on aircraft registered in that State;

(ii) have completed at least 500 hours of flight time as a pilot of aeroplanes of which at least 200 hours shall be as a flight instructor, including experience in the role of instruction to be given, and meet the experience requirements of JAR-FCL 1.330(a), (b), (c), (d) and/or (e);

(iii) have completed in accordance with JAR-FCL the approved relevant course(s) of theoretical instruction and flight training. The course may be modified, as approved by the Authority, taking into account the previous training and the experience of the applicant, but shall comprise at least 30 hours of ground instruction and 15 hours of dual flight instruction performed by a flight instructor holding a JAR-FCL licence and rating in accordance with JAR-FCL 1.330(f);

(iv) have passed the skill test set out in JAR-FCL 1.345;

(v) [have a] validity period of the authorisation is at the discretion of the Authority but not exceeding 3 years;

[(iv) conduct no instruction for part of MPL training where MCC principles are taught.]

[ [(vii) [ ] [revalidate or renew] any authorisation issued in accordance with para (i) - (iv) above shall be in accordance with JAR-FCL 1.355.

(b) The authorisation will be restricted as follows:

(i) no instruction for the issue of any instructor ratings;

(ii) no instruction within a JAA Member State;

(iii) instruction to students only who have sufficient knowledge of the language in which the instruction is given;

(iv) to those parts of the ATP integrated course where the instructor can demonstrate the experience relevant to the intended training according to paragraph 1(a)(ii);

(v) no instruction for MCC training as defined in Appendix 1 to JAR-FCL 1.261(d) and AMC FCL 1.261(d).

2 (a) Instructors seeking to instruct for a JAR-FCL type rating shall:

(i) hold at least the licence and ratings issued in accordance with ICAO Annex I required by the respective non JAA Member State for the instruction to be given on aircraft registered in that State;

(ii) comply with the experience requirements of JAR-FCL 1.365(a)(2) and (3) in order to act as TRI (A) or with JAR-FCL 1.410(a)(3) and (7) in order to act as SFI(A).

(iii) have completed as a type rating instructor (TRI(A) or equivalent) at least 100 hours of flight or simulator instruction time;

(iv) validity period of the authorisation is at the discretion of the Authority but not exceeding 3 years;

(v) have complied with the revalidation requirements of JAR-FCL 1.370 acting as TRI(A) or JAR-FCL 1.415 acting as SFI(A).

Appendix 1 to JAR-FCL 1.300 (continued)

- (b) The authorisation will be restricted as follows:
  - (i) no instruction for the issue of any instructor ratings;
  - (ii) no instruction within a JAA Member State
  - (iii) instruction to students only who have sufficient knowledge of the language in which the instruction is given
  - (iv) no instruction for MCC training as defined in Appendix 1 to JAR-FCL 1.261(d) and AMC-FCL 1.261(d).

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.4, 01.09.05; Amdt.7, 01.12.06]

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**[Appendix 1 to JAR-FCL 1.310(d)]**  
**MPL(A) Instructors Training Course**

(See JAR-FCL 1.310(d))

(See AMC FCL 1.310(d))

(See IEM FCL 1.310(d))

COURSE OBJECTIVE

1. Instructors delivering MPL training shall be able to deliver competency based training, in particular to:

- a. Demonstrate knowledge of the competency based approach to training
- b. Prepare resources
- c. Create a climate conducive to learning
- d. Present knowledge
- e. Integrate threat and error management and CRM
- f. Manage Time to achieve training objectives
- g. Facilitate learning
- h. Assess trainee performance
- i. Monitor and review progress
- j. Evaluate training sessions
- k. Report outcome

2. The objective of the MPL(A) Instructors Training course is to train applicants to deliver training in accordance with the features of a competency based approach to training and assessment

An approved MPL(A) Instructors Training course shall comprise not less than 14 hours of training.

3. Approval for a MPL(A) Instructor Training course shall only be given to a FTO of a JAR-OPS 1 operator or a FTO having a specific approved arrangement with a JAR-OPS 1 operator. The FTO shall, itself, be approved to conduct MPL(A) training course.

MPL(A) INSTRUCTOR QUALIFICATION CERTIFICATE

4. On completion of the training course, an assessment of instructor competence shall be a practical demonstration of instruction in the appropriate phase of the MPL(A) training course. The course shall be conducted under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose. The FTO shall issue the applicant with a certificate as evidence of successful course completion.

[Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.330 & 1.345****Arrangements for the flight instructor rating (FI(A)) skill test, proficiency check and oral theoretical knowledge examination**

(See JAR-FCL 1.330, 1.345, 1.355, 1.380, 1.385 and 1.395)

1 The skill test for a FI(A) rating is set out in Appendix 2 to JAR-FCL 1.330 & 1.345. The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI(A) demonstrations during skill tests in an aeroplane.

2 An applicant for the skill test shall have received instruction on the same type or class of aeroplane used for the test. The aeroplane used for the test shall meet the requirements set out in Appendix 1a to JAR-FCL 1.055, paragraph 25.

3 Before taking the skill test an applicant shall have completed the required training. The FTO shall produce the applicant's training records when required by the examiner.

4 Section 1, the oral theoretical knowledge examination part of the skill test, is sub-divided into two parts:

(a) the applicant is required to give a lecture under test conditions to other 'student(s)', one of whom will be the examiner. The test lecture is to be selected from items a-h of Section 1. The amount of time for preparation of the test lecture shall be agreed beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes.

(b) the applicant is tested orally by an examiner for knowledge of items a-i of Section 1 and the 'teaching and learning' content given in the FI(A) courses.

5 Section 2, 3 and 7 are for a FI(A) rating for single engine (SE) single pilot aeroplanes (SPAs). These sections comprise exercises to demonstrate the ability to be a FI(A) (ie. instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI(A) training courses (see AMC FCL 1.340, 1.380 and 1.395). The applicant will be required to demonstrate FI(A) abilities, including briefing, flight instruction and de-briefing.

6 Section 4 is intentionally blank and may be used for the inclusion of other FI(A) demonstration exercises, as decided by the examiner and acknowledged by the applicant before the skill test.

7 Section 5 comprises additional instructor demonstration exercises for a FI(A) rating for multi-engine (ME) SPAs. This section, if required, shall use a ME SPA, simulator or FNPT II. If a simulator or FNPT is used, this shall simulate a ME aeroplane. This section shall be completed in addition to Section 2, 3 and 4 (if applicable) and 7.

8 Section 6 is intentionally blank. This part will include additional FI(A) rating demonstration exercises, as decided by the examiner and agreed with the applicant before the skill test, for a FI(A) rating for instrument ratings (IR). These exercises will be related to the training requirements for the initial issue of an IR.

9 During the skill test the applicant shall occupy the seat normally occupied by the FI(A). The examiner or another FI(A) shall function as the 'student'. The applicant shall be required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' shall execute the same manoeuvre including typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally and/or, if necessary, by intervening.

10 Section 1 and 2 through 7 (as relevant) shall be completed within a period of six months but all Sections should, wherever possible, be completed on the same day. Failure in any exercise within Sections 2, 3 and 4 (if applicable) and 5/6 (if relevant) requires a re-test covering all exercises. Section 1, if failed, may be retaken separately.

11 The examiner may terminate the test at any stage if it is considered that the applicant's demonstration of flying or instructional skills require a re-test.

12 The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner when another FI(A) is designated as pilot-in-command for the flight. Responsibility for the flight shall be allocated in accordance with national regulations.

**SECTION 1****JAR-FCL 1**

Appendix 1 to JAR-FCL 1.330 & 1.345 (continued)

13 The skill test contents and sections set out in Appendix 2 to JAR-FCL 1.330 & 1.345 shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 1.130).

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

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**Appendix 2 to JAR-FCL 1.330 & 1.345****Contents of the flight instructor rating (FI(A)) skill test, oral theoretical knowledge examination and proficiency check**

(See JAR-FCL 1.330, 1.345)

(See IEM FCL 1.330)

<b>SECTION 1 THEORETICAL KNOWLEDGE ORAL</b>	
a	Air law
b	Aircraft General Knowledge
c	Flight Performance and Planning
d	Human Performance and Limitations
e	Meteorology
f	Navigation
g	Operational Procedures
h	Principles of Flight
i	Training Administration

## SECTIONS 2 AND 3 SELECTED MAIN EXERCISE:

<b>SECTION 2 PRE-FLIGHT BRIEFING</b>	
a	Visual Presentation
b	Technical Accuracy
c	Clarity of Explanation
d	Clarity of Speech
e	Instructional Technique
f	Use of Models and Aids
g	Student Participation

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Appendix 2 to JAR-FCL 1.330 &amp; 1.345 (continued)

<b>SECTION 3 FLIGHT</b>	
a	Arrangement of Demo
b	Synchronisation of Speech with Demo
c	Correction of Faults
d	Aeroplane Handling
e	Instructional Technique
f	General Airmanship/Safety
g	Positioning, use of Airspace
<b>SECTION 4 OTHER EXERCISES</b>	
a	
b	
c	
d	
e	
f	
g	
<b>SECTION 5 MULTI-ENGINE EXERCISES</b>	
a	<sup>1</sup> Actions following an Engine failure shortly after take-off
b	<sup>1</sup> A single-engine approach and go around
c	<sup>1</sup> A single-engine approach and landing
d	
e	
f	
g	

<sup>1</sup> These exercises shall be demonstrated at the skill test for the single-pilot multi-engine class rating instructor rating.

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Appendix 2 to JAR-FCL 1.330 & 1.345 (continued)

<b>SECTION 6 INSTRUMENT EXERCISES</b>	
a	
b	
c	
d	
e	
f	
g	
<b>SECTION 7 POSTFLIGHT DE-BRIEFING</b>	
a	Visual Presentation
b	Technical Accuracy
c	Clarity of Explanation
d	Clarity of Speech
e	Instructional Technique
f	Use of Models and Aids
g	Student Participation

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**Appendix 1 to JAR-FCL 1.340****Flight instructor rating (aeroplane) (FI(A)) course**

(See JAR-FCL 1.340)

(See AMC FCL 1.340)

## COURSE OBJECTIVE

1 The aim of the FI(A) course is to train aeroplane licence holders to the level of proficiency necessary for the issue of a FI(A) rating and, for that purpose, to

- a. refresh and bring up to date the technical knowledge of the student instructor;
- b. train the student instructor to teach the ground subjects and air exercises;
- c. ensure that the student instructor's flying is of a sufficiently high standard; and
- d. teach the student instructor the principles of basic instruction and to apply them at the PPL level.

2 With the exception of the section on Teaching and Learning, all the subject detail contained in the Ground and Flight Training Syllabus is complementary to the PPL(A) course syllabus and should already be known by the applicant.

3 The FI(A) course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine and theoretical knowledge environment interaction. Special attention should be paid to the applicant's maturity and judgment including an understanding of adults, their behavioural attitudes and variable levels of education.

4 During the course, the applicants shall be made aware of their own attitudes to the importance of flight safety. Improving safety awareness shall be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task.

5 On successful completion of the course and final test the applicant may be issued with a FI(A) rating.

## TEACHING AND LEARNING

6 The syllabus is set out in AMC FCL 1.340, Part 1. An approved FI(A) theoretical knowledge course shall comprise not less than 125 hours including progress tests. Pilots holding or having held a FI(H) rating are credited with 75 hours towards the 125 hours of the Teaching and Learning Part 1 of the FI(A) course.

## FLYING TRAINING

7 The flying training syllabus is set out in AMC FCL 1.340, Part 2. An approved FI(A) course shall comprise not less than 30 hours of flight instruction.

## SKILL TEST

8 On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to JAR-FCL 1.330 & 1.345.

[Amdt.2, 01.08.02]

**Appendix 1 to JAR-FCL 1.365****Course for the type rating instructor rating for multi-pilot aeroplane (TRI) (MPA)**

(See JAR-FCL 1.365)

(See AMC FCL 1.365)

## COURSE OBJECTIVE

1 The aim of the TRI(A) course is to train aeroplane licence holders with more than 1 500 hours as pilots of multi-pilot aeroplanes to the level of proficiency necessary for the issue of a TRI(A) rating. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for any multi-pilot aeroplane type rating for which the applicant is qualified (see JAR-FCL 1.365).

## TEACHING AND LEARNING

2 The syllabus is set out in AMC FCL 1.365. An approved TRI(A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the TRI(A) Teaching and Learning part of the TRI course:

FI(A), CRI(A), IRI(A), STI(A), MCCI(A)

FI(H), TRI(H), IRI(H), SFI(H)

## FLIGHT TRAINING

3 The flight training syllabus is set out in AMC FCL 1.365.

[Amdt.2, 01.08.02, Amdt.5, 01.03.06]

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**Appendix 1 to JAR-FCL 1.380****Course for the single-pilot multi-engine class rating instructor rating (Aeroplane) (CRI(SPA))**

(See JAR-FCL 1.380)

(See AMC FCL 1.380)

1 The aim of this course is to train aeroplane licence holders with at least 500 hours as pilot of aeroplanes to the level of proficiency necessary for the issue of a CRI(A) rating for single-pilot multi-engine aeroplanes. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for any single-pilot multi-engine aeroplane class or type rating for which the applicant is qualified (see JAR-FCL 1.380).

**TEACHING AND LEARNING**

2 The syllabus is set out in AMC FCL 1.380. An approved CRI(A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the CRI(A) Teaching and Learning part of the CRI course:

FI(A), IRI(A), TRI(A), SFI(A), STI(A), MCCI(A)

FI(H), TRI(H), IRI(H), SFI(H)

**FLYING TRAINING**

3 An applicant for the issue of a CRI(SPA) rating for multi-engine aeroplanes shall complete not less than 5 hours of flying training given by an instructor, approved for this purpose. The flight training shall be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a single-pilot multi-engine class/type rating. The flying training syllabus is set out in AMC FCL 1.380.

**SKILL TEST**

4 On completion of the course, the applicant shall take the skill test in accordance with Appendix 1 and Sections 1, 2, 3, 5 and 7 of Appendix 2 to JAR-FCL 1.330 & 1.345.

[Amdt.2, 01.08.02, Amdt.5, 01.03.06]

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**Appendix 2 to JAR-FCL 1.380****Course for the single-pilot single engine class rating instructor rating (aeroplane) (CRI(SPA))**

(See JAR-FCL 1.380)

1 The aim of this course is to train aeroplane licence holders with more than 300 hours as pilot of aeroplane to the level of proficiency necessary for the issue of a CRI(A) rating for single engine aeroplanes. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for any single pilot single engine aeroplane class or type rating for which the applicant is qualified (see JAR FCL 1.380)

**TEACHING AND LEARNING**

2 An approved CRI(A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings credited for the CRI(A) Teaching and Learning part of the CRI course:

FI(A), IRI(A), TRI(A), SFI(A), STI(A), MCCI(A)

FI(H), TRI(H), IRI(H), SFI(H)

**FLYING TRAINING**

3. An applicant for the issue of a CRI(SPA) rating for single engine aeroplanes shall complete not less than 3 hours of flying training given by an instructor, approved for this purpose. The flight training shall be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a single pilot single engine class or type rating.

**SKILL TEST**

4. On completion of the course, the applicant shall take the skill test in accordance with Appendix 1 and Sections 1, 2, 3, 4 and 7 of Appendix 2 to JAR FCL 1.330 & 1.345.

[Amdt.2, 01.08.02, Amdt.5, 01.03.06]

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**Appendix 1 to JAR FCL 1.395****Course for the instrument rating instructor rating (Aeroplane) (IRI(A))**

(See JAR-FCL 1.395)

(See AMC FCL 1.395)

1 The aim of this course is to train aeroplane licence holders to the level of proficiency necessary for the issue of an IRI(A) rating. The course shall be designed to give the applicant adequate training in ground and flying instructional techniques based upon established teaching methods.

## TEACHING AND LEARNING

2 Syllabus is set out in AMC FCL 1.395. An approved IRI(A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the IRI(A) Teaching and Learning part of the IRI course:

FI(A), CRI(A), TRI(A), SFI(A), STI(A), MCCI(A)

FI(H), TRI(H), SFI(H)

Pilots holding a IRI(H) who meet the requirements set out in JAR-FCL 1.395(a) are credited of the course except for the "Long Briefing 2", "Air Exercise 2" and Skill Test.

## FLIGHT TRAINING

3 An approved IRI(A) course shall comprise not less than 10 hours or 5 hours in the case of a FI(A) of flight training on an aeroplane, flight simulator or FPNT II.

## SKILL TEST

4 On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to JAR FCL 1.330 & 1.345.

[Amdt.2, 01.08.02, Amdt.5, 01.03.06]

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## SUBPART I – EXAMINERS (Aeroplane)

JAR-FCL 1.425 (continued)

**JAR-FCL 1.420 Examiners – Purposes**

Six roles of an examiner are recognised:

- (a) Flight examiner – aeroplane (FE(A)).
- (b) Type rating examiner – aeroplane (TRE(A)).
- (c) Class rating examiner – aeroplane (CRE(A)).
- (d) Instrument rating examiner – aeroplane (IRE(A)).
- (e) Synthetic flight examiner – aeroplane (SFE(A)).
- (f) Flight instructor examiner – aeroplane (FIE(A)).

[Amdt.1, 01.06.00]

**JAR-FCL 1.425 Examiners – General**

(See AMC FCL 1.425)

(See IEM FCL 1.425)

**(a) Pre-requisites**

(1) Examiners shall hold a licence and rating at least equal to the licence or rating for which they are authorised to conduct skill tests or proficiency checks and, unless specified otherwise, the privilege to instruct for this licence or rating.

(2) Examiners shall be qualified to act as pilot-in-command of the aircraft during a skill test or proficiency check, unless otherwise specified, and shall meet the applicable experience requirements set out in JAR-FCL 1.435 through 1.460. Where no qualified examiner is available and, at the discretion of the Authority, examiners /inspectors may be authorised without meeting the relevant instructor/type /class rating requirements as mentioned above.

(3) The applicant for an examiner authorisation shall have conducted at least one skill test in the role of an examiner for which authorisation is sought, including briefing, conduct of the skill test, assessment of the applicant to whom the skill test is given, de-briefing and recording/documentation. This 'Examiner Authorisation Acceptance Test' will be supervised by an inspector of the Authority or by a senior examiner specifically authorised by the Authority for this purpose.

(b) *Multiple roles.* Provided that they meet the qualification and experience requirements set out in this Subpart for each role undertaken, examiners are not confined to a single role as FE(A), TRE(A), CRE(A), IRE(A), SFE(A) or FIE(A).

(c) *Compliance with JARs.* Examiners will be authorised in accordance with JAR-FCL 1.030. The examiner shall comply with appropriate examiners' standardisation arrangements made or approved by the Authority (see AMC FCL 1.425 and IEM FCL 1.425).

(d) *Entries in the licence.* In licences where revalidation entries may be made by the examiner, the examiner will:

(1) complete the following details: ratings, date of check, valid until, authorisation number and signature;

(2) submit the original of the skill test/proficiency check form to the issuing Authority and hold one copy of the check form on personal file.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05]

**JAR-FCL 1.430 Examiners – Period of validity**

An examiner's authorisation is valid for not more than three years. Examiners are re-authorised at the discretion of the Authority, and in accordance with Appendix 1 to JAR-FCL 1.425.

[Amdt.2, 01.08.02]

**JAR-FCL 1.435 Flight examiner (aeroplane) (FE(A)) – Privileges/Requirements**

The privileges of a FE(A) are to conduct:

(a) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for the associated single-pilot class/type rating provided that the examiner has completed not less than 1000 hours flight time as a pilot of aeroplanes, including not less than 250 hours flight instruction;

(b) skill tests for the issue of a CPL(A) and skill test and proficiency checks for the associated single-pilot class/type ratings provided that the examiner has completed not less than 2000 hours flight time as a pilot of

JAR-FCL 1.435(b) (continued)

aeroplanes, including not less than 250 hours flight instruction.

[Amdt.1, 01.06.00]

**JAR-FCL 1.440 Type rating examiner (aeroplane) (TRE(A)) – Privileges/Requirements**

The privileges of a TRE(A) are to conduct:

(a) skill tests for the issue of type ratings for multi-pilot aeroplanes;

(b) proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings;

(c) skill tests for ATPL(A) issue;

[(d) skill tests for MPL(A) issue, provided that the examiner has complied with the requirements of JAR-FCL 1.310(d);]

provided that the examiner has completed not less than 1500 hours flight time as a pilot of multi-pilot aeroplanes of which at least 500 hours shall be as pilot-in-command, and holds or has held a TRI(A) rating or authorisation.

[Amdt.1, 01.06.00; Amdt.7, 01.12.06]

**JAR-FCL 1.445 Class rating examiner (aeroplane) (CRE(A)) – Privileges/Requirements**

The privileges of a CRE(A) are to conduct:

(a) skill tests for the issue of class and type ratings for single-pilot aeroplanes;

(b) proficiency checks for revalidation or renewal of class and type ratings for single-pilot aeroplanes and revalidation of instrument ratings;

provided that the examiner holds or has held a professional pilot licence (A) and holds a PPL(A) and has completed not less than 500 hours as a pilot of aeroplanes.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02]

**JAR-FCL 1.450 Instrument rating examiner (aeroplane) (IRE(A)) – Privileges/Requirements**

The privileges of an IRE(A) are to conduct skill tests for the initial issue and proficiency checks for the revalidation or renewal of instrument ratings, provided that the examiner

JAR-FCL 1.450 (continued)

has completed not less than 2000 hours flight time as a pilot of aeroplanes, including not less than 450 hours flight time under IFR of which 250 hours shall be as a flight instructor.

[Amdt.1, 01.06.00]

**JAR-FCL 1.455 Synthetic flight examiner (aeroplane) (SFE (A)) – Privileges/Requirements**

The privileges of an SFE(A) are to conduct in a flight simulator:

(a) skill tests for the issue of type ratings for multi-pilot aeroplanes;

(b) proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings.

provided that the examiner holds an ATPL(A), has completed not less than 1500 hours of flight time as a pilot of multi-pilot aeroplanes and is entitled to exercise the privileges of a SFI(A) and for the purpose of (a) above holds a valid type rating on the applicable aeroplane type (see JAR-FCL 1.405).

[Amdt.4, 01.09.05]

**JAR-FCL 1.460 Flight instructor examiner (aeroplane) (FIE(A)) – Privileges/Requirements**

The privileges of an FIE(A) are to conduct skill tests and proficiency checks or renewals for the issue and revalidation of flight instructor ratings, provided that the examiner has completed not less than 2000 hours as a pilot of aeroplanes, including not less than 100 hours flight time instructing applicants for a FI(A) rating.

[Amdt.1, 01.06.00]

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**Appendix 1 to JAR-FCL 1.425**  
**Standardisation arrangements for examiners**

(See JAR-FCL 1.4.25 & 1.430)

(See AMC FCL 1.4.25)

GENERAL

1 Each JAA Member State will publish and submit to JAA a list of authorised examiners specifying each role and any additional matters for which they have been authorised.

2 Examiners shall consistently apply JAR-FCL standards during a test/check. However, as the circumstances of each test/check conducted by an examiner may vary, it is also important that an examiner's test/check assessment takes into account any adverse condition(s) encountered during the test/check.

EXAMINERS DESIGNATION AND AUTHORISATION

3 An examiner will be designated and authorised in accordance with JAR-FCL and will be:

- (a) a flight inspector from an Authority; or
- (b) an instructor from a Registered Facility, FTO, TRTO; manufacturer's facility or subcontracted facility; or
- (c) a pilot holding a specific authorisation from a JAA Member State.

4 All Examiners must be suitably trained, qualified and experienced for their role on the relevant type/class of aeroplane. No specific rules on qualification can be made because the particular circumstance of each organisation will differ. It is important, however, that in every instance, the Examiner should, by background and experience, have the professional respect of the aviation community.

EXAMINER RE-AUTHORISATION

5 Examiners may be reauthorised in accordance with JAR-FCL 1.430. To be reauthorised, the examiner shall have conducted at least two skill tests or proficiency checks in every yearly period within the three year authorisation period. One of the skill tests or proficiency checks given by the examiner within the validity period of the authorisation shall have been observed by an inspector of the Authority or by a senior examiner specifically authorised for this purpose.

[Amdt.2, 01.08.02]

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**SUBPART J – THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE  
CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT  
LICENCES AND INSTRUMENT RATINGS**

**JAR-FCL 1.465 Requirements**

An applicant for a professional pilot licence or an instrument rating shall demonstrate a level of knowledge appropriate to the privileges of the licence or rating for which application is made by passing theoretical knowledge examinations in accordance with the procedures set out in JAR-FCL 1.470 through 1.495.

**JAR-FCL 1.470 Contents of theoretical knowledge examinations**  
(See Appendix 1 to JAR-FCL 1.470)

(a) An applicant for the ATPL(A) [or the MPL(A)] shall demonstrate a level of knowledge appropriate to the privileges granted in the following [ ] subjects : Air Law; Aircraft General Knowledge - Airframe/ Systems/ Powerplant; Aircraft General Knowledge – Instrumentation; Mass and balance; Performance; Flight Planning and Monitoring; Human Performance; Meteorology; General Navigation; Radio Navigation; Operational Procedures; Principles of flight; VFR Communications; IFR Communications.

(b) An applicant for the CPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [ ] subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance; Meteorology; Navigation; Operational Procedures; Principles of flight; VFR Communications.

(c) An applicant for an IR(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [ ] subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance; Meteorology; Navigation; IFR Communications.

(d) The breakdown of the subjects into examinations papers, times allowed, and the total number and distribution of questions will be specified in the associated procedures.

[Amdt.4, 01.09.05, Amdt6, 01.08.06; Amdt.7, 01.12.06]

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**JAR-FCL 1.475 Questions**

(See IEM FCL 1.475 (a) and (b))

(See Appendix 1 to JAR-FCL 1.470)

(a) *The Central Question Bank.* Questions appropriate to the syllabuses (see Appendix 1 to JAR-FCL 1.470) will be held in a JAA Central

Question Bank (CQB). Questions entered in the CQB will be composed in English, according to a method described in IEM FCL 1.475(a), using abbreviations (see IEM FCL 1.475(b)), and compiled in a computer compatible format. The questions will be in multiple choice format. An Authority may exercise discretion in the presentation of questions in an examination according to JAR-FCL 1.480.

(b) *Publication.* Samples of questions and multiple choice answers will be published from time to time by JAA.

[Amdt.1, 01.06.00]

**JAR-FCL 1.480 Examination procedure**

(See Appendix 1 to JAR-FCL 1.470)

(a) *Frequency.* A JAA Member State will provide the opportunity for an applicant to complete the required examinations in accordance with the procedures set out in this Subpart. A complete examination for a licence or instrument rating will comprise an examination in each of the subjects detailed in Appendix 1 to JAR-FCL 1.470.

(b) *Language.* The examinations will be provided in the language(s) considered appropriate by the Authority. The Authority will inform applicants of the language(s) in which that Authority's examinations will be conducted.

(c) *Content.* Questions for an examination will be selected by the Authority from the CQB according to a common method which allows coverage of the entire syllabi in each subject. The content of the questions will not be changed other than, where necessary, to facilitate translation into the national language(s). The style of answer to questions requiring numerical computation or graphical interpretation may be varied to other forms considered appropriate by the Authority. The examination in Communications may be provided separately from those in other subjects, as decided by the

JAR-FCL 1.480 (continued)

Authority. An applicant who has previously passed either or both of the examinations in VFR and IFR Communications will not be re-examined in the relevant sections.

(d) *Oral Examinations.* Oral examinations will not be conducted in lieu of written or computer based examinations.

(e) *Facilities.* The Authority will determine how to provide suitable charts, maps, data sheets and equipment as required, to answer the questions.

(f) *Security.* The identity of the applicant will be established before an examination is taken.

(g) *Confidentiality.* The contents of the examination papers will retain a confidential status.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

#### **JAR-FCL 1.485 Responsibilities of the applicant**

(a) An applicant shall take the entire set of examinations in one JAA Member State.

(b) An applicant shall be recommended for an examination by the approved FTO responsible for applicant's training when the applicant has completed the appropriate elements of the course of theoretical knowledge instruction to a satisfactorily standard. An applicant who has failed to complete the examination within the limits imposed by JAR-FCL 1.490 will in addition be required to produce evidence from an approved Training Organisation of further training.

(c) If the Authority considers that the applicant is not complying with examination procedures during the examination, this misconduct will be considered with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

#### **JAR-FCL 1.490 Pass standards**

(a) A Pass in an examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking.

(b) Subject to any other conditions in JARs, an applicant will be deemed to have successfully

JAR-FCL 1.490 (continued)

completed the required theoretical knowledge examination for the appropriate pilot licence or rating when awarded a pass in all of the required subjects within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.

(c) An applicant shall re-enter the complete examination as though far an initial attempt if he has failed to pass any single examination paper within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in paragraph (b) above. Before re-entry to the examinations the applicant shall undertake further training as determined by the Authority.

[Amdt.1, 01.06.00; Amdt.2, 01.08.02; Amdt.3, 01.07.03]

#### **JAR-FCL 1.495 Acceptance period**

(a) A pass in the theoretical knowledge examinations given in accordance with JAR-FCL 1.490 will be accepted for the grant of the CPL(A) or IR(A) during the 36 months from the date of gaining a Pass in all the required examination papers.

(b) Provided that an IR(A) is obtained in accordance with (a) above, a pass in the ATPL(A) theoretical knowledge examination will remain valid for a period of 7 years from the last validity date of the IR(A) entered in the CPL(A) for the issuance of an ATPL(A).

(c) A pass in the ATPL(A) theoretical knowledge examination will remain valid for a period of 7 years from the last validity date of a type rating entered in a F/E licence.

[Amdt.1, 01.06.00; Amdt.3, 01.07.03]

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**Appendix 1 to JAR-FCL 1.470**  
**Theoretical knowledge – ATPL, CPL and IR**  
 (See JAR-FCL 1.470)

1. An applicant shall have received the relevant theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

		Aeroplane		Helicopter		IR
		ATPL	CPL	ATPL/ IR	ATPL	
010 00 00 00	AIR LAW AND ATC PROCEDURES	X	X	X	X	X
010 01 00 00	INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS					
010 02 00 00	AIRWORTHINESS OF AIRCRAFT					
010 03 00 00	AIRCRAFT NATIONALITY AND REGISTRATION MARKS					
010 04 00 00	PERSONNEL LICENSING					
010 05 00 00	RULES OF THE AIR					
010 06 00 00	PROCEDURES FOR AIR NAVIGATION SERVICES – AIRCRAFT OPERATIONS					
010 07 00 00	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT					
010 08 00 00	AERONAUTICAL INFORMATION SERVICE					
010 09 00 00	AERODROMES/HELIPORTS					
010 10 00 00	FACILITATION					
010 11 00 00	SEARCH AND RESCUE					
010 12 00 00	SECURITY					
010 13 00 00	AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION					

Appendix 1 to JAR-FCL 1.470 (continued)

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
021 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT	X	X	X	X	X	X
021 01 00 00	SYSTEM DESIGN, LOADS, STRESSES, MAINTENANCE						
021 02 00 00	AIRFRAME						
021 03 00 00	HYDRAULICS						
021 04 00 00	LANDING GEAR, WHEELS, TYRES, BRAKES						
021 05 00 00	FLIGHT CONTROLS						
021 06 00 00	PNEUMATICS – PRESSURISATION AND AIR CONDITIONING						
021 07 00 00	ANTI AND DE-ICING SYSTEMS						
021 08 00 00	FUEL SYSTEM						
021 09 00 00	ELECTRICS						
021 10 00 00	PISTON ENGINES						
021 11 00 00	TURBINE ENGINES						
021 12 00 00	PROTECTION AND DETECTION SYSTEMS						
021 13 00 00	OXYGEN SYSTEMS						
021 14 00 00	HELICOPTER: MISCELLANEOUS SYSTEMS						
021 15 00 00	HELICOPTER: ROTOR HEADS						
021 16 00 00	HELICOPTER: TRANSMISSION						
021 17 00 00	HELICOPTER: BLADES						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
022 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION	X	X	X	X	X	X
022 01 00 00	SENSORS AND INSTRUMENTS						
022 02 00 00	MEASUREMENT OF AIR DATA PARAMETERS						
022 03 00 00	MAGNETISM – DIRECT READING COMPASS AND FLUX VALVE						
022 04 00 00	GYROSCOPIC INSTRUMENTS						
022 05 00 00	INERTIAL NAVIGATION AND REFERENCE SYSTEMS						
022 06 00 00	AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS						
022 07 00 00	HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS						
022 08 00 00	TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION						
022 09 00 00	AUTOTHROTTLE – AUTOMATIC THRUST CONTROL SYSTEM						



Appendix 1 to JAR-FCL 1.470 (continued)

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
022 10 00 00	COMMUNICATION SYSTEMS						
022 11 00 00	FLIGHT MANAGEMENT SYSTEM (F.M.S.)						
022 12 00 00	ALERTING SYSTEMS, PROXIMITY SYSTEMS						
022 13 00 00	INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS						
022 14 00 00	MAINTENANCE, MONITORING AND RECORDING SYSTEMS						
022 15 00 00	DIGITAL CIRCUITS AND COMPUTERS						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
030 00 00 00	FLIGHT PERFORMANCE AND PLANNING	x	x	x	x	x	
031 00 00 00	MASS AND BALANCE – AEROPLANES/HELICOPTERS	x	x	x	x	x	
031 01 00 00	PURPOSE OF MASS AND BALANCE CONSIDERATIONS						
031 02 00 00	LOADING						
031 03 00 00	FUNDAMENTALS OF CG CALCULATIONS						
031 04 00 00	MASS AND BALANCE DETAILS OF AIRCRAFT						
031 05 00 00	DETERMINATION OF CG POSITION						
031 06 00 00	CARGO HANDLING						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
032 00 00 00	PERFORMANCE – AEROPLANES	x	x				
032 01 00 00	GENERAL						
032 02 00 00	PERFORMANCE CLASS B – SINGLE-ENGINE AEROPLANES						
032 03 00 00	PERFORMANCE CLASS B – MULTI-ENGINE AEROPLANES						
032 04 00 00	PERFORMANCE CLASS A – AEROPLANES CERTIFICATED UNDER CS 25 ONLY						

Appendix 1 to JAR-FCL 1.470 (continued)

Appendix 1 to JAR-FCL 1.470 (continued)

		Aeroplane		Helicopter		IR
		ATPL	CPL	ATPL/ IR	ATPL	
033 00 00 00	FLIGHT PLANNING AND FLIGHT MONITORING	X	X	X	X	X
033 01 00 00	FLIGHT PLANNING FOR VFR FLIGHTS					
033 02 00 00	FLIGHT PLANNING FOR IFR FLIGHTS					
033 03 00 00	FUEL PLANNING					
033 04 00 00	PRE-FLIGHT PREPARATION					
033 05 00 00	ATS FLIGHT PLAN					
033 06 00 00	FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING					

		Aeroplane		Helicopter		IR
		ATPL	CPL	ATPL/ IR	ATPL	
040 00 00 00	HUMAN PERFORMANCE	X	X	X	X	X
040 01 00 00	HUMAN FACTORS: BASIC CONCEPTS					
040 02 00 00	BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE					
040 03 00 00	BASIC AVIATION PSYCHOLOGY					

		Aeroplane		Helicopter		IR
		ATPL	CPL	ATPL/ IR	ATPL	
050 00 00 00	METEOROLOGY	X	X	X	X	X
050 01 00 00	THE ATMOSPHERE					
050 02 00 00	WIND					
050 03 00 00	THERMODYNAMICS					
050 04 00 00	CLOUDS AND FOG					
050 05 00 00	PRECIPITATION					
050 06 00 00	AIR MASSES AND FRONTS					
050 07 00 00	PRESSURE SYSTEMS					
050 08 00 00	CLIMATOLOGY					
050 09 00 00	FLIGHT HAZARDS					
050 10 00 00	METEOROLOGICAL INFORMATION					

## Appendix 1 to JAR-FCL 1.470 (continued)

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
060 00 00 00	NAVIGATION	X	X	X	X	X	X
061 00 00 00	GENERAL NAVIGATION	X	X	X	X	X	X
061 01 00 00	BASICS OF NAVIGATION						
061 02 00 00	MAGNETISM AND COMPASSES						
061 03 00 00	CHARTS						
061 04 00 00	DEAD RECKONING NAVIGATION (DR)						
061 05 00 00	IN-FLIGHT NAVIGATION						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
062 00 00 00	RADIO NAVIGATION	X	X	X	X	X	X
062 01 00 00	BASIC RADIO PROPAGATION THEORY						
062 02 00 00	RADIO AIDS						
062 03 00 00	RADAR						
062 04 00 00	<i>Intentionally left blank</i>						
062 05 00 00	AREA NAVIGATION SYSTEMS, RNAV/FMS						
062 06 00 00	GLOBAL NAVIGATION SATELLITE SYSTEMS						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
070 00 00 00	OPERATIONAL PROCEDURES	X	X	X	X	X	
071 01 00 00	GENERAL REQUIREMENTS						
071 02 00 00	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)						
071 03 00 00	HELICOPTER EMERGENCY PROCEDURES						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
080 00 00 00	PRINCIPLES OF FLIGHT	X	X	X	X	X	
081 00 00 00	PRINCIPLES OF FLIGHT – AEROPLANE	X	X				
081 01 00 00	SUBSONIC AERODYNAMICS						
081 02 00 00	HIGH SPEED AERODYNAMICS						
081 03 00 00	<i>Intentionally left blank</i>						
081 04 00 00	STABILITY						

Appendix 1 to JAR-FCL 1.470 (continued)

		Aeroplane		Helicopter		IR
		ATPL	CPL	ATPL/ IR	ATPL	
081 05 00 00	CONTROL					
081 06 00 00	LIMITATIONS					
081 07 00 00	PROPELLERS					
081 08 00 00	FLIGHT MECHANICS					

		Aeroplane		Helicopter		IR
		ATPL	CPL	ATPL/ IR	ATPL	
090 00 00 00	COMMUNICATIONS	X	X	X	X	X
091 00 00 00	VFR COMMUNICATIONS					
091 01 00 00	DEFINITIONS					
091 02 00 00	GENERAL OPERATING PROCEDURES					
091 03 00 00	RELEVANT WEATHER INFORMATION TERMS (VFR)					
091 04 00 00	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE					
091 05 00 00	DISTRESS AND URGENCY PROCEDURES					
091 06 00 00	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES					
092 00 00 00	IFR COMMUNICATIONS					
092 01 00 00	DEFINITIONS					
092 02 00 00	GENERAL OPERATING PROCEDURES					
092 03 00 00	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE					
092 04 00 00	DISTRESS AND URGENCY PROCEDURES					
092 05 00 00	RELEVANT WEATHER INFORMATION TERMS (IFR)					
092 06 00 00	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES					
092 07 00 00	MORSE CODE					

[Amdt.1, 01.06.00; Amdt.2, 01.08.02, Amdt.6, 01.08.06]

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## [SUBPART K – MULTI-CREW PILOT LICENCE (AEROPLANE) – MPL(A)]

**JAR-FCL 1.500 Minimum age**

An applicant for a MPL(A) shall be at least 18 years of age.

[Amdt.7, 01.12.06]

**JAR-FCL 1.505 Medical fitness**

An applicant for a MPL(A) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the MPL(A) a valid Class 1 medical certificate shall be held.

[Amdt.7, 01.12.06]

**JAR-FCL 1.510 Privileges and conditions**

(See JAR-FCL 1.155)

(See JAR-FCL 1.210)

(See JAR-FCL 1.275)

(a) *Privileges.* Subject to any other conditions specified in JARS, the privileges of the holder of a MPL(A) are to:

(1) exercise all the privileges of the holder of a PPL(A), provided that the requirements for the PPL\*(A) specified in Subpart C are met.

(2) exercise the privileges of a CPL(A), provided that the requirements for the CPL(A) specified in JAR-FCL 1.155(d) are met.

(3) exercise the privileges of the IR(A) in a single-pilot operation in aeroplanes, provided that the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised solely by reference to instruments by completing specific training at the discretion of the Authority and meeting the requirements as set out in JAR-FCL 1.210. The Authority may be guided as to the credits to be granted on the basis of a recommendation from a FTO;

(4) exercise the privileges of the IR(A) in an aeroplane required to be operated with a co-pilot; and

(5) act as co-pilot in an aeroplane required to be operated with a co-pilot.

(b) *Conditions.* An applicant for a MPL(A) who has complied with the conditions specified in JAR-FCL 1.500, 1.505, 1.515, 1.530 and if

JAR-FCL 1.510(b) (continued)

applicable 1.010(a(4) shall have fulfilled the requirements for the issue of a MPL(A) containing a type rating for the aeroplane type used on the skill test and an IR(A) restricted to aeroplane required to be operated with a co-pilot.

[Amdt.7, 01.12.06]

**JAR-FCL 1.515 Experience and crediting**

(See JAR-FCL 1.120)

(See Appendix 1 to JAR-FCL 1.520 & 1/525)

(a) An applicant for a MPL(A) shall have completed in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.

(b) Flight experience in actual flight shall include all the experience requirements as set out in JAR-FCL 1.120 and 1.125(b), upset recovery training, night flying, flight solely by reference to instruments and to achieve the relevant airmanship.

(c) Training in asymmetric flight shall be given, either in an aeroplane or a flight simulator, in the appropriate phase.

(d) In addition to the requirement as mention in (b) above, the applicant shall have gained, in a multi-engine turbine-powered aeroplane certificated for operation with a minimum crew of at least 2 pilots or in a FSTD, the experience necessary to achieve the advanced level of competency defined in Appendix 1 to JAR-FCL 1.520 & 1.525 paragraph 16.

(e) The experience required shall be completed before the skill test given in JAR-FCL 1.530.

[Amdt.7, 01.12.06]

**JAR-FCL 1.520 Theoretical knowledge**

(See JAR-FCL 1.155)

(a) *Course.* An applicant for a MPL(A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organization (FTO).

(b) *Examination.* An applicant for a MPL(A) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an ATPL(A) in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J and multi-pilot type rating course.

[Amdt.7, 01.12.06]

**JAR-FCL 1.525 Flight instruction**

(See Appendix 1 to JAR-FCL 1.520 & 1.525)

(a) An applicant for a MPL(A) shall have completed a course of approved training covering the experience requirements specified in JAR-FCL 1.515.

(b) An applicant shall have received flight instruction in all the competency units stated in Appendix 1 to JAR-FCL 1.520 & 1.525, to the level required for the issue of the MPL(A).

[Amdt.7, 01.12.06]

**JAR-FCL 1.530 Skill**

(See Appendices 1 and 2 to JAR-FCL 1.240 & 1.295)

(See Appendix 1 to JAR-FCL 1.520 & 1.525)

(a) An applicant for a MPL(A) shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 1 to JAR-FCL 1.520 & 1.525 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of a multi-engine turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots under VFR and IFR with a degree of competency appropriate to the privileges granted to the holder of a MPL(A). An applicant shall take the skill test as set out in Appendices 1 and 2 to JAR-FCL 1.240 & 1.295 in the aeroplane type used on the advanced phase of the MPL(A) integrated training course.

(b) Progress in acquiring the skills specified in (a) above shall be continuously assessed and documented.

[Amdt.7, 01.12.06]

**JAR-FCL 1.535 Implementation  
Monitoring – Multi-Crew  
Pilot Licence Advisory  
Board**

(See Appendix 1 to JAR-FCL 1.535)

(See Appendix 2 to JAR-FCL 1.535)

(a) An exchange of information between National Aviation Authorities, training organizations and operators that are involved in MPL(A) training and pilot representative bodies is required to achieve the successful

JAR-FCL 1.524(a) (continued)

implementation of the MPL. An advisory panel, designated the “MPL Advisory Board to the Licencing Sectorial; Team” is established to use this information to provide guidance to Authorities and Interested Parties on the implementation and improvement of MPL(A) training courses.

(b) Training organizations approved to give MPL(A) training courses shall provide regular feedback, in accordance with the approval conditions, to the Authority as set out in Appendix 1 to JAR-FCL 1.535, specifically for the purpose of providing relevant information to the MPL Advisory Board.

[Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.520 & 1.525****MPL(A) – Integrated Multi-Crew Pilot Licence training course**

(See JAR-FCL 1.520)

(See JAR-FCL 1.525)

(See JAR-FCL 1.535)

(See Appendix 1a to JAR-FCL 1.055)

(See Appendix 1 to JAR-FCL 1.240 & 1.295)

(See Appendix 2 to JAR-FCL 1.240 & 1.295)

(See Appendix 1 to JAR-FCL 1.261(c)(2))

(See Appendix 1 to JAR-FCL 1.535)

(See Appendix 2 to JAR-FCL 1.535)

(See Appendix 1 to JAR-FCL 1.470)

(See AMC FCL 1.261(a))

(See AMC FCL 1.520 & 1.525)

(See IEM No. 1 to Appendix 1 to JAR-FCL 1.520 & 1.525)

(See IEM No. 2 to Appendix 1 to JAR-FCL 1.520 & 1.525)

(See JAR-OPS 1.945)

1 (a) The aim of the MPL(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots under VFR and IFR and to obtain a MPL(A).

(b) The level of competency expected from MPL(A) holder is defined in detail in this Subpart. In broad terms, the MPL(A) holder is expected to be able to complete the airline operators conversion course in accordance with JAR-OPS 1 Subpart N with a high probability of success and within the time frame normally allowed for this phase. It is equivalent to what is currently expected from graduates of the ATP(A) integrated course who have completed type rating training.

(c) The general approach is to use the existing ATP(A) integrated training course as a reference and to implement progressively the MPL(A) integrated training course and specifically the transfer from actual flight to simulated flight.

(d) This transfer shall be organised in a way that is similar to the approach used for ETOPS. Successive evolutions of the training syllabus introduce progressively a higher level of simulated flight and a reduction of actual flight. Change from one version to the next shall only take place after enough experience has been gained and once its results, including those of airline operator conversion courses, have been analysed and taken into account.

2 Approval for a MPL(A) training course shall only be given to a FTO of a JAR-OPS 1 operator or a FTO having a specific approved arrangement with a JAR-OPS 1 operator. The licence shall be restricted to that specified operator until completion of the airline operator's conversion course in accordance with JAR-OPS 1 Subpart N.

3 An applicant wishing to undertake a MPL(A) integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The training shall be competency based and conducted in a multi-crew operational environment.

4 An applicant shall be admitted to training as an ab-initio entrant only. An applicant failing or unable to complete the entire MPL(A) course may apply to the Authority for credit towards the theoretical knowledge examination and skill test for another licence and, if applicable, an instrument rating.

5 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

6 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge to facilitate an understanding of the theoretical knowledge and practical skills content of the course.

Appendix 1 to JAR-FCL 1.520 & 1.525 (continued)

7 The course shall comprise:

- (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
- (b) visual and instrument flying training;
- (c) training in multi-crew co-operation for the operation of multi-pilot aeroplanes; and
- (d) type rating training.

8 The successful completion of the theoretical knowledge examination(s) at paragraph 10 below and of the demonstration of skill at paragraphs 18 and 19 below fulfill the theoretical knowledge and skill requirements for the issue of a MPL(A) including a type rating for the aeroplane(s) used in the test(s) and an IR(A) restricted to aeroplanes required to be operated with a co-pilot.

#### THEORETICAL KNOWLEDGE

9 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved ATPL(A) theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

The 750 hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	hours
Air Law	40
Aircraft General Knowledge	80
Flight Performance & Planning	90
Human Performance	50
Meteorology	60
Navigation	150
Operational Procedures	20
Principles of Flight	30
Communications	30

Other sub-division of hours may be agreed between the Authority and the FTO.

The theoretical knowledge instruction for the type rating shall be in accordance with Appendix 1 to JAR-FCL 1.261(a)..

#### THEORETICAL KNOWLEDGE EXAMINATION

10 An applicant shall demonstrate the level of knowledge appropriate to the privileges of the holder of an ATPL(A), in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J and multi-pilot type rating course.

#### FLYING TRAINING

11 The flying training shall comprise a total of at least 240 hours and covering the following 4 phases of training:

- (a) Phase 1 - Core flying skills.  
Specific basic single pilot training in an aeroplane.
- (b) Phase 2 - Basic.



Appendix 1 to JAR-FCL 1.520 & 1.525 (continued)

Introduction of multi-crew operations and instrument flight.

(c) Phase 3 - Intermediate.

Application of multi-crew operations to a high performance multi-engine turbine aeroplane

(d) Phase 4 - Advanced.

Type rating training within an airline oriented environment.

MCC requirements shall be incorporated into the relevant phases above. The type rating training shall include the relevant requirements of Appendix 1 and 2 to JAR-FCL 1.240 & 1.295.

12 Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments. Training in the underpinning knowledge requirements for the MPL(A) shall therefore be fully integrated with the training of the skill requirements.

13 The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus that are acceptable to the Authority. Evaluation shall ensure that:

- (a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and
- (b) the students acquire the necessary competencies in a progressive and satisfactory manner.

14 The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

#### ASSESSMENT LEVEL

15 The applicant for the MPL(A) in the aeroplane category shall have satisfactorily demonstrated performance in all the 9 competency units specified in paragraph 17 below, at the advanced level of competency defined as the level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

#### COMPETENCY UNITS

16 The 9 competency units that an applicant has to demonstrate in accordance with JAR-FCL 1.515(d) are as follows:

- 1. apply human performance principles, including principles of threat and error management
- 2. perform aeroplane ground operations;
- 3. perform take-off;
- 4. perform climb;
- 5. perform cruise
- 6. perform descent;
- 7. perform approach;
- 8. perform landing; and
- 9. perform after landing and aeroplane post-flight operations.

Appendix 1 to JAR-FCL 1.520 & 1.525 (continued)

#### SIMULATED FLIGHT

17 Minimum requirements for FSTDs:

(a) Phase 1- Core flying skills .

E-training and part tasking devices approved by the Authority that have the following characteristics:

- involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad; and
- involve psychomotor activity with appropriate application of force and timing of responses.

(b) Phase 2 - Basic.

A FNPT II MCC that represents a generic multi-engine turbine powered aeroplane.

(c) Phase 3 - Intermediate.

A FSTD that represents a multi-engine turbine powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:

- A daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180 degrees horizontal and 40 degrees vertical field of view, and
- ATC environment simulation

(d) Phase 4 - Advanced.

A FS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation .

#### SKILLS

18 Progress in acquiring the skills specified in JAR-FCL 1.530(a) shall be continuously assessed.

19 The applicant shall have demonstrated the skills required for fulfilling all the competency units as specified in paragraph 17 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR, as set out in Appendices 1 and 2 to JAR-FCL 1.240 & 1.295.

[Amdt.7, 01.12.06]

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**Appendix 1 to JAR-FCL 1.535****Exchange of information**

(See JAR-FCL 1.535)

1. The prompt, clear and orderly exchange of information regarding MPL(A) training issues between local, national and European levels is vital to the success of the implementation of MPL training.
2. Training organisations applying for or holding an approval to give MPL(A) training courses shall provide relevant information to the Authority. This shall include:
  - (a) a description of the MPL(A) training course
  - (b) details of the course hours for practical and theoretical knowledge training;
  - (b) the aeroplane(s), FSTD and other equipment used;
  - (c) the assessment methods used;
  - (d) summaries of statistics of the results of progress assessments and final tests
  - (e) review procedure for adjusting and improving the course based on the analysis of student performance.

[Amdt.7, 01.12.06]

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**Appendix 2 to JAR-FCL 1.535****Composition and Terms of Reference - The MPL Advisory Board**

(See JAR-FCL 1.535)

The MPL Advisory Board to the Licensing Sectorial Team is established with the following composition and Terms of Reference:

**1. Composition**

The Board shall be composed of:

- Chairman of the Licensing Sectorial Team or his representative
- 2 Authority representatives from the JAA Licensing Sectorial Team
- 1 representative from a pilot representative body
- 1 representative from an airline operator representative body
- 1 expert representing the training organisations representative body

The composition of the Board shall be agreed by the Licensing Sectorial Team annually.

**2. Terms of Reference****(a) Purpose**

The Board is established to facilitate the coordination and cooperation, through the exchange of information, between the Authorities, the FTO and the airlines that will be hiring the graduates and pilot representative bodies involved in MPL training. It shall also act as the focal point for providing feedback to ICAO on MPL implementation matters for the JAA Member States.

**(b) Tasks**

The Board shall:

- report to the Licensing Sectorial Team Chairman.
- publish its rules of procedure for endorsement by the Licensing Sectorial Team.
- receive the reports, information and recommendations from Authorities that have approved MPL courses.
- based on the reports, prepare information and recommendations to the JAA Licensing Sectorial Team including a summary of national reports and any relevant issues occurring during the period covered by the report. All reports shall take due account of confidentiality and the need to protect commercially sensitive information.
- when requested by the the Licensing Sectorial Team, give advice on requests for Long Term Exemption
- advise the the Licensing Sectorial Team, where appropriate, on implementation issues arising from feedback received from Authorities or training organisations
- produce an annual report providing an analysis of the information received during the year.
- when requested by the the Licensing Sectorial Team, develop draft NPA material for the amendment of JAR-FCL 1, taking into account the JAR 11 process.
- keep the the Licensing Sectorial Team informed about the appropriate information on MPL worldwide.
- coordinate with other Advisory or Monitoring Groups established outside Europe and make appropriate regular reports to ICAO in accordance with the MPL Implementation principles.

[Amdt.7, 01.12.06]

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