**SUBPART I**

***ADDITIONAL RATINGS***

**FCL. 800 Aerobatic Rating**

***a )*** Holders of a pilot licence for aeroplanes, TMG or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating ;

***b )*** Applicants for an aerobatic rating shall have completed :

*1 )* *at least* ***40*** *hours of flight time* or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence ;

*2 )* a training course at an ATO, including :

( i ) theoretical knowledge instruction appropriate for the rating ;

( ii ) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft

category.

***c )*** The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. The privileges will be extended to another category of aircraft if the pilot holds a licence for that aircraft category and has successfully completed *at least 3 dual training flights* covering the full aerobatic training syllabus in that category of aircraft.

**FCL. 805 Sailplane towing and banner towing Ratings**

***a )*** Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.

***b )*** Applicants for a *sailplane towing rating* shall have completed :

*1 )* at least 30 hours of flight time as PIC and 60 Take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence ;

*2 )* a training course at an ATO including :

( i ) theoretical knowledge instruction on towing operations and procedures ;

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

( iii ) except for holders of an LAPL ( S ) or an SPL, 5 familiarization flights in a sailplane which is launched by an aircraft.

***c )*** Applicants for a *banner towing rating* shall have completed :

*1 )* at least 100 hours of flight time and 200 Take-offs and landings as PIC on aeroplanes or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs ;

*2 )* a training course at an ATO including :

( i ) theoretical knowledge instruction on towing operations and procedures ;

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

***d )*** The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant ;

***e )*** In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months ;

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

**FCL. 810 Night Rating**

***a )*** ***Aeroplanes, TMGs, Airships.***

*1 )* If the privileges of an LAPL an SPL or a PPL for aeroplanes, TMGs or Airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at an ATO. The course shall comprise :

( i ) theoretical knowledge instruction ;

( ii ) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km and 5 solo Take-offs and 5 solo full-stop landings.

*2 )* Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of the PPL ;

*3 )* When applicants hold both a single-engine piston aeroplane ( land ) and a TMG Class Rating, they may complete the requirements in *( 1 )* above in either class or both classes.

***b )******Helicopters*.** If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, the applicant shall have :

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

*2 )* completed a training course at an ATO. The course shall be completed within a period of 6 months and comprise :

( i ) 5 hours of theoretical knowledge instruction ;

( ii ) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km ( 27 NM ) and 5 solo take-offs and 5 solo full-stop landings ; *and*

( iii ) 5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a Take-off and a landing.

*3 )* an applicant who holds or has held an IR in an aeroplane or TMG, shall be credited with 5 hours towards the requirement in *( 2 ) ( ii )* above.

***c )*** ***Balloons.*** If the privileges of an LAPL for balloons or a BPL are to be exercised in VFR conditions at night, applicants shall complete at least 2 instruction flights at night of at least 1 hour each.

**FCL. 815 Mountain Rating**

***a )*** ***Privileges.*** The privileges of the holder of a Mountain Rating are to conduct flights with aeroplanes or TMG to and from surfaces designated as requiring such a rating by the appropriate authorities designated by the GD CA of RA.

The initial Mountain Rating may be obtained either on :

*1 )* ***wheels***, to grant the privilege to fly to and from such surfaces when they are not covered by snow ; *or*

*2 )* ***skis,*** to grant the privilege to fly to and from such surfaces when they are covered by snow ;

*3 )* the privileges of the initial rating may be extended to either wheel or ski privileges when the pilot has undertaken an appropriate additional familiarization course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.

***b )******Training Course****.*  Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.

***c )*** ***Skill Test*.** After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The Skill Test shall contain :

*1 )* a verbal examination of theoretical knowledge ;

*2 )* 6 landings on at least 2 different surfaces designated as requiring a mountain rating other than the surface of departure.

***d )*** ***Validity.*** A mountain rating shall be valid for a period of 24 months ;

***e )******Revalidation*.** For revalidation of a Mountain Rating, the applicant shall :

*1 )* have completed at least 6 mountain landings in the past 24 months ; *or*

*2 )* pass a Proficiency Check. The Proficiency Check shall comply with the requirements in *( c ).*

***f )******Renewal*.**

If the rating has lapsed, the applicant shall comply with the requirement in *( e ) ( 2 ).*

**FCL. 820 Flight Test Rating**

***a )*** Holders of a pilot licence for aeroplanes or helicopters shall only act as PIC in *category* ***1*** or ***2*** *flight tests*, as defined in Part-21, when they hold a Flight Test Rating.

***b )*** The obligation to hold a Flight Test Rating established in (a) shall only apply to flight tests conducted on :

*1 )* helicopters certificated or to be certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes ; *or*

*2 )* aeroplanes certificated or to be certificated in accordance with :

( i ) the standards of CS-25 or equivalent airworthiness codes ; *or*

( ii ) the standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with an maximum Take-off mass of less than 2 000 kg.

***c )*** The privileges of the holder of a Flight Test Rating are to, within the relevant aircraft category :

*1 )* in the case of a *category* ***1*** *Flight Test Rating*, conduct all categories of flight tests, as defined in Part-21, either as PIC or co-pilot ;

*2 )* in the case of a *category* ***2*** *Flight Test Rating* :

( i ) conduct *category* ***1*** *flight tests*, as defined in Part-21 :

— as a co-pilot , *or*

— as PIC, in the case of aeroplanes referred to in *( b ) ( 2 ) ( ii ),* except for those within the commuter category or having a design diving speed above 0,6 mach or a maximum ceiling above 25 000 feet ;

( ii ) conduct all other categories of flight tests, as defined in Part-21, either as PIC or co-pilot ;

*3 )* in addition, for both *category 1 or 2 Flight Test Ratings*, to conduct flights specifically related to the activity of design and production organizations, within the scope of their privileges, when the requirements of *Subpart H* may not be complied with.

***d )*** Applicants for the *first issue of a Flight Test Rating* shall :

*1 )* hold at least a CPL and an IR in the appropriate aircraft category ;

*2 )* have completed *at least* ***1 000*** *hours of flight time* in the appropriate aircraft category, of which *at* *least* ***400*** *hours as PIC* ;

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

— Performance ,

— Stability and control / Handling qualities ,

— Systems ,

— Test management ,

— Risk / Safety management.

***e )*** The privileges of holders of a Flight Test Rating may be extended to another category of flight test and another category of aircraft when they have completed an additional course of training at an ATO.

**FCL. 825 En - route Instrument Rating ( EIR )**

***a )******Privileges and Conditions :***

*1 )* the privileges of the holder of an En-route Instrument Rating ( EIR ) are to conduct flights by day under IFR in the en-route phase of flight, with an aeroplane for which a class or type rating is held. The privilege may be extended to conduct flights by night under IFR in the en-route phase of flight if the pilot holds a night rating in accordance with FCL. 810 ;

*2 )* the holder of the EIR shall only commence or continue a flight on which he / she intends to exercise the privileges of his / her rating if the latest available meteorological information indicates that :

( i ) the weather conditions on departure are such as to enable the segment of the flight from take-off to a planned VFR - to - IFR transition to be conducted in compliance with VFR ; *and*

( ii ) at the estimated time of arrival at the planned destination aerodrome, the weather conditions will be such as to enable the segment of the flight from an IFR - to - VFR transition to landing to be conducted in compliance with VFR.

***b )*** ***Prerequisites.***  Applicants for the EIR shall hold at least a PPL( A ) and shall have completed *at least* ***20***  *hours* of cross-country flight time as PIC in aeroplanes ;

***c )* *Training Course.*** Applicants for an EIR shall have completed, *within a period of* ***36*** *months* at an ATO :

*1 )* *at least* ***80***  *hours* of theoretical knowledge instruction in accordance with FCL. 615 ; *and*

*2 )* instrument flight instruction, during which :

( i ) the flying training for a single-engine EIR shall include *at least* ***15***  *hours* of instrument flight time under instruction ; *and*

( ii ) the flying training for a multi-engine EIR shall include *at least* ***16*** *hours* of instrument flight time under instruction, of which *at least* ***4*** *hours* shall be in multi-engine aeroplanes.

***d )******Theoretical Knowledge.*** Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, in the subjects referred to in FCL. 615 ( b ).

***e )******Skill Test.*** After the completion of the training, the applicant shall pass a Skill Test in an aeroplane with an IRE.

For a multi-engine EIR, the skill test shall be taken in a multi-engine aeroplane.

For a single-engine EIR, the test shall be taken in a single-engine aeroplane.

***f )*** By way of derogation from points *( c )* and *( d ),* the holder of a single-engine EIR who also holds a multi-engine class or type rating wishing to obtain a multi-engine EIR for the first time, shall complete a course at an ATO comprising *at least* ***2***  *hours* instrument flight time under instruction in the en-route phase of flight in multi-engine aeroplanes and shall pass the skill test referred to in point *( e ) ;*

***g )******Validity, Revalidation, and Renewal****.*

*1 )* an EIR shall be *valid for* ***1*** *year* ;

*2 )* applicants for the revalidation of an EIR shall :

( i ) pass a proficiency check in an aeroplane within a period of 3 months immediately preceding the expiry date of the rating ; *or*

( ii ) *within* ***12***  *months preceding* the expiry date of the rating, complete ***6*** *hours as PIC* under IFR and a training flight of *at least* ***1*** *hour* with an instructor holding privileges to provide training for the IR ( A ) or EIR ;

*3 )* for each alternate subsequent revalidation, the holder of the EIR shall pass a proficiency check in accordance with point *( g )( 2 )( i )* ;

*4 )* if an EIR has expired, in order to renew their privileges applicants shall :

( i ) complete refresher training provided by an instructor holding privileges to provide training for the IR ( A ) or EIR to reach the level of proficiency needed ; *and*

( ii ) complete a proficiency check.

*5 )* if the EIR has not been revalidated or renewed *within 7 years* from the last validity date, the holder will also be required to pass again the EIR theoretical knowledge examinations in accordance with *FCL. 615 ( b )* ;

*6 )* for a multi-engine EIR, the proficiency check for the revalidation or renewal, and the training flight required in point *( g )( 2 )( ii )* have to be completed in a multi-engine aeroplane ; If the pilot also holds a single-engine EIR, this proficiency check shall also achieve revalidation or renewal of the single-engine EIR ;

***h )*** When the applicant for the EIR has completed instrument flight time under instruction with an IRI ( A ) or an FI ( A ) holding the privilege to provide training for the IR or EIR, these hours may be credited towards the hours required in point *( c )( 2 )( i ) and ( ii )* up to a *maximum of* ***5*** *or* ***6***  *hours* respectively. The ***4*** *hours* of instrument flight instruction in multi-engine aeroplanes required in point *( c )( 2 )( ii )* shall not be subject to this credit :

*1 )* to determine the amount of hours to be credited and to establish the training needs, the applicant shall complete a pre-entry assessment at the ATO ;

*2 )* the completion of the instrument flight instruction provided by an IRI ( A ) or FI ( A ) shall be documented in a specific training record and signed by the instructor.

***i )*** Applicants for the EIR, holding a Part - FCL PPL or CPL and a valid IR ( A ) issued in accordance with the requirements of Annex 1 to the Chicago Convention by a third country, may be credited in full towards the training course requirements mentioned in point *( c )*.

In order to be issued the EIR, the applicant shall :

*1 )* successfully complete the Skill Test for the EIR ;

*2 )* by way of derogation from point *( d )*, demonstrate during the skill test towards the examiner that he / she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance ( IR ) ;

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

**FCL. 830 Sailplane Cloud Flying Rating**

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

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

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

*2 )* a training course at an ATO including :

( i ) theoretical knowledge instruction ; *and*

( ii ) at least 2 hours of dual flight instruction in sailplanes or powered sailplanes, controlling the sailplane solely by reference to instruments, of which *a maximum of* ***1***  *( one ) hour* may be completed on TMGs ; *and*

*3 )* a skill test with an FE qualified for this purpose.

***c )*** Holders of an EIR or an IR ( A ) shall be credited against the requirement of *( b )( 2 )( i ).* By way of derogation from point *( b )( 2 )( ii ),* at least one hour of dual flight instruction in a sailplane or powered sailplane, excluding TMG, controlling the sailplane solely by reference to instruments shall be completed ;

***d )*** Holders of a cloud flying rating shall only exercise their privileges when they have completed *in the last* ***24***  *months at least* ***1*** *hour of flight time, or* ***5*** *flights as PIC* exercising the privileges of the cloud flying rating, in sailplanes or powered sailplanes, excluding TMGs ;

***e )*** Holders of a cloud flying rating who do not comply with the requirements in point *( d )* shall, before they resume the exercise of their privileges :

*1 )* undertake a proficiency check with an FE qualified for this purpose ; *or*

*2 )* perform the additional flight time or flights required in point *( d )* with a qualified instructor.

**f )** Holders of a valid EIR or an IR ( A ) shall be credited in full against the requirements in point *( d ).*

*INTENTIONALLY LEFT BLANK*