**SUBPART H**

***CLASS and TYPE RATINGS***

***Section 1****.*  ***Common Requirements***

**FCL. 700 Circumstances in which Class or Type Ratings are required**

***a )*** Except in the case of the LAPL, SPL and BPL, holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate Class or Type Rating, except when undergoing Skill Tests, or Proficiency Checks for renewal of Class or Type Ratings, or receiving flight instruction ;

***b )*** Notwithstanding *( a ),* in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by the competent Authority, authorizing them to perform the flights. This authorization shall have its validity limited to the specific flights ;

***c )***Without prejudice to *( a )* and *( b ),* in the case of flights related to the introduction or modification of aircraft types conducted by design or production organizations within the scope of their privileges, as well as instruction flights for the issue of a Flight Test Rating, when the requirements of this Subpart may not be complied with, pilots *may hold a Flight Test Rating issued* in accordance with *FCL. 820*.

**FCL. 705 Privileges of the holder of a Class or Type Rating**

The privileges of the holder of a Class or Type Rating are to act as pilot on the class or type of aircraft specified in the rating.

**FCL. 710 Class and Type Ratings — variants**

***a )*** In order to extend his / her privileges to another variant of aircraft within one class or type rating, the pilot shall undertake differences or familiarization training. In the case of variants within a type rating, the differences or familiarization training shall include the relevant elements defined in the operational suitability data established in accordance with Part - 21 ;

***b )*** If the variant has not been flown within *a period of* ***2*** *years* following the differences training, further differences training or a Proficiency Check in that variant shall be required to maintain the privileges, except for Types or Variants within the single-engine piston and TMG class ratings ;

***c )*** The differences training shall be entered in the pilot’s logbook or equivalent record and signed by the instructor as appropriate.

**FCL. 725 Requirements for the issue of Class and Type Ratings**

***a )******Training Course*.**  An applicant for a Class or Type Rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part - 21 ;

***b )******Theoretical knowledge examination***. The applicant for a Class or Type Rating shall pass a theoretical knowledge examination organized by the ATO to demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type :

*1 )* *for multi-pilot aircraft*, the theoretical knowledge examination shall be written and comprise at least ***100***  *multiple-choice* questions distributed appropriately across the main subjects of the syllabus ;

*2 ) for single-pilot multi-engine aircraft*, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft ;

*3 ) for single-engine aircraft*, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved ;

*4 ) for single-pilot aeroplanes* that are classified as high performance aeroplanes, the examination shall be written and comprise *at least* ***100***  *multiple-choice questions* distributed appropriately across the main subjects of the syllabus ;

***c ) Skill Test*.** An applicant for a Class or Type Rating shall pass a Skill Test in accordance with *Appendix 9*  to this *Part* to demonstrate the skill required for the safe operation of the applicable class or type of aircraft. The applicant shall pass the Skill Test within *a period of* ***6*** *months* after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating ;

***d )*** An applicant who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi- pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type ;

***e )*** Notwithstanding the paragraphs above, pilots holding a Flight Test Rating issued in accordance with *FCL. 820* who were involved in development, certification or production flight tests for an aircraft type, and have completed *either* ***50***  *hours* of total flight time or ***10***  *hours of flight time* *as PIC* on test flights in that type, shall be entitled to apply for the issue of the relevant Type Rating, provided that they comply with the experience requirements and the prerequisites for the issue of that Type Rating, as established in *this Subpart* for the relevant aircraft category.

**FCL. 740 Validity and Renewal of Class and Type Ratings**

***a )*** The period of **validity** of Class and Type Ratings *shall be* ***1*** *year*, except for single-pilot single-engine Class Ratings, for which the period of validity *shall be* ***2***  *years*, unless otherwise determined by the operational suitability data, established in accordance with

Part - 21 ;

***b )*** *Renewal*. If a Class or Type Rating has expired, the applicant shall :

*1 )* take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft ; *and*

*2 )* pass a Proficiency Check in accordance with *Appendix 9* to this *Part.*

*SECTION 2.*  ***Specific Requirements for the Aeroplane category***

**FCL. 720. A Experience Requirement’s and prerequisites for**

**the issue of Class or Type Ratings — Aeroplanes**

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for a Class or Type Rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating :

***a )******Single - pilot multi - engine Aeroplanes****.* An applicant for a *First Class* or *Type Rating* on a single-pilot multi-engine aeroplane shall have completed *at least* ***70*** *hours as PIC* on aeroplanes.

***b )*** ***Single - pilot high performance non-complex Aeroplanes***. Before starting flight training, an applicant for a *First Class*  or *Type Rating* for a single-pilot aeroplane classified as a high performance aeroplane shall :

*( 1 )*  have at *least* ***200***  *hours of total flying experience, of which* ***70*** *hours as PIC* on aeroplanes ; *and*

*( 2 )* ( i ) hold a certificate of satisfactory completion of a course for additional theoretical

knowledge undertaken at an ATO ; *or*

( ii ) have passed the ATPL ( A ) theoretical knowledge examinations in accordance with this Part ; *or*

( iii ) hold, in addition to a licence issued in accordance with this Part, an ATPL ( A ) or CPL ( A ) / IR with theoretical knowledge credit for ATPL ( A ), issued in accordance with Annex 1 to the Chicago Convention ;

*( 3 )* in addition, pilots seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements of *( d ) ( 4 ).*

***c ) Single - pilot high performance complex Aeroplanes***. Applicants for the issue of a *first Type* *Rating* for a complex single- pilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of *( b ),* have fulfilled the requirements for a multi-engine IR( A ), as established in *Subpart G.*

***d )******Multi - pilot Aeroplanes***. An applicant for the *first Type Rating* course for a multi-pilot aeroplane *shall be a student pilot currently undergoing training on an MPL training course* or comply with the following requirements :

*1 )* have *at least* ***70*** *hours* of flight experience as PIC on aeroplanes ;

*2 )* hold a multi-engine IR ( A ) ;

*3 )* have passed the ATPL ( A ) theoretical knowledge examinations in accordance with this *Part* ; *and*

*4 )* ***except*** when the Type Rating Course is combined with an MCC course :

( i ) hold a certificate of satisfactory completion of an MCC course in aeroplanes ; *or*

( ii ) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters ;

( iii ) have at least 500 hours as a pilot on multi-pilot helicopters ; *or*

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

***e )*** Notwithstanding point *( d ),* a GDCA of RA may issue a Type Rating *with restricted* *privileges* for Multi - Pilot Aeroplane that allows the holder of such rating to act *as a cruise relief* *Co-pilot above Flight Level* ***200***, provided that two other members of the crew have a Type Rating in accordance with paragraph *( d )* ;

***f )*** ***Additional multi-pilot & single-pilot high performance complex Aeroplane Type Ratings*.** An applicant for the issue of additional multi-pilot Type Ratings and single-pilot high performance complex aeroplanes type ratings shall hold a multi-engine IR ( A ) ;

***g )*** When so determined in the operational suitability data established in accordance with Part-21, the exercise of the privileges of a Type Rating may be initially limited to Flight Under the Supervision of an instructor. The flight hours under supervision shall be entered in the pilot’s logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of Flight Under Supervision required by the operational suitability data have been completed.

**FCL. 725. A Theoretical knowledge and Flight Instruction for the issue of**

**Class and Type Ratings — Aeroplanes**

Unless otherwise determined in the operational suitability data established in accordance with Part-21 :

***a )******Single - pilot multi - engine aeroplanes*** *:*

*1 )* the ***theoretical knowledge course*** for a single - pilot multi - engine Class Rating shall include *at least* ***7*** *hours of instruction* in multi - engine aeroplane operations ;

*2 )* the ***flight training course*** for a single-pilot multi-engine Class or Type Rating shall include *at least* ***2*** *hours and* ***30*** *minutes of dual flight instruction* under normal conditions of multi-engine aeroplane operations, and *not less than* ***3*** *hours* ***30***  *minutes of dual flight instruction* in engine failure procedures and asymmetric flight techniques ;

***b )*** ***Single - pilot aeroplanes - sea*** *:*  The training course for single-pilot aeroplane-sea ratings shall include *theoretical knowledge* and *flight instruction*. The *flight training* for a Class or Type Rating-Sea for single-pilot aeroplanes-sea shall include *at least 8 hours of dual flight instruction* if the applicant holds the land version of the relevant Class or Type Rating, or 10 hours if the applicant does not hold such a rating.

**FCL. 730. A Specific requirements for pilots undertaking a Zero Flight Time**

**Type Rating ( ZFTT ) course — Aeroplanes**

***a )***  A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated to the standards of *CS-25* or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated Take-off mass of *not less than* ***10*** *tonnes* or a certificated passenger seating configuration *of more than* ***19*** *passengers*, at least :

*( 1 )* if an FFS qualified to level **CG**, **C**  or *interim* **C** is used during the course, ***1 500*** *hours* flight time or ***250*** *route sectors* ;

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

***b )*** When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training shall be required.

**FCL. 735. A Multi - Crew Cooperation *( MCC)* Training Course — aeroplanes**

***a )*** The MCC training course shall comprise at least :

*1 )*  *25 hours of theoretical knowledge* instruction and exercises ; *and*

*2 )* ***20*** *hours of practical* MCC training, or ***15***  *hours* in the case of student pilots attending an ATP integrated course. An FNPT II MCC or an FFS shall be used.

When the MCC training is combined with *Initial Type Rating Training*, the practical MCC training may be reduced to no less than ***10***  *hours* if the same FFS is used for both the MCC and Type Rating training.

***b )*** The MCC training course shall be completed within 6 months at an ATO ;

***c )***  Unless the MCC course has been combined with a Type Rating Course, on completion of the MCC training course the applicant shall be given a certificate of completion ;

***d )*** An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in *( a ) ( 1 ).*

**FCL. 740. A Revalidation of Class and Type Ratings — Aeroplanes**

***a )*** ***Revalidation of multi - engine*** *Class Ratings and Type Ratings*. For revalidation of multi-engine Class Ratings and Type Ratings, the applicant shall :

*1 )* pass a Proficiency Check in accordance with *Appendix 9* to this *Part* in the relevant Class or Type of aeroplane or an FSTD representing that Class or Type, *within the* ***3***  *months immediately* *preceding*  the expiry date of the rating ; *and*

*2 )* complete during the period of validity of the rating, at least :

( i ) ***10*** *route sectors* as pilot of the relevant class or type of aeroplane ; *or*

( ii ) ***1*** *route sector* as pilot of the relevant Class or Type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the Proficiency Check.

*3 )* a pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the *operators Proficiency Check* combined with the Proficiency Check for the Revalidation of the Class or Type Rating shall be exempted from complying with the requirement *in ( 2 )* ;

*4 )* the revalidation of an En-route Instrument Rating ( EIR ) or an IR ( A ), if held, may be combined with a Proficiency Check for the revalidation of a Class or Type Rating .

***b )******Revalidation of single - pilot single - engine*** *Class Ratings*.

*1 )* *Single - engine piston aeroplane Class Ratings and TMG Ratings*. For revalidation of single-pilot single-engine piston aeroplane Class Ratings or TMG Class Ratings the applicant shall :

( i ) within the ***3*** *months preceding the expiry date of the Rating*, pass a Proficiency Check in the relevant class in accordance with *Appendix 9* to this *Part* with an examiner ; *or*

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

— 6 hours as PIC ,

— 12 Take - off’s and 12 landings , *and*

— a training flight of *at least* ***1*** *hour* with a Flight Instructor ( FI ) or a Class Rating

Instructor ( CRI ). Applicants shall be exempted from this flight if they have passed

a Class or Type Rating Proficiency Check or Skill Test in any other class or

type of aeroplane.

*2 )* When applicants hold both a single-engine piston aeroplane-land Class Rating and a TMG Rating, they may complete the requirements of *( 1 )* in either class, and achieve revalidation of both ratings ;

*3 )* *Single - pilot single - engine turbo - prop aeroplanes*. For revalidation of single-engine turbo-prop Class Ratings applicants shall pass a Proficiency Check on the relevant class in accordance with *Appendix 9* to this *Part* with an examiner, within the ***3*** *months preceding the expiry date of the Rating* ;

***c )*** Applicants who ***fail*** *to achieve* a pass in all sections of a *Proficiency Check* before the expiry date of a Class or Type Rating shall not exercise the privileges of that Rating until a pass in the Proficiency Check has been achieved.

***Section 3.*** ***Specific Requirements for the Helicopter category***

**FCL. 720. H Experience Requirements and prerequisites for the issue of**

**Type Ratings — Helicopters**

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the issue of the *first helicopter Type Rating* shall comply with the following experience requirements and prerequisites for the issue of the relevant rating :

***a )*** *Multi - pilot helicopters*. An applicant for the first type rating course for a multi-pilot helicopter type shall :

*1 )* have at least 70 hours as PIC on helicopters ;

*2 )* except when the Type Rating course is combined with an MCC course :

( i ) hold a certificate of satisfactory completion of an MCC course in helicopters ; *or*

( ii ) have at least 500 hours as a pilot on multi-pilot aeroplanes ; *or*

( iii ) have at least 500 hours as a pilot in multi-pilot operations on multi-engine

helicopters ;

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

***b )*** An applicant for the *first Type Rating course* for a multi-pilot helicopter type who is a graduate from an ATP ( H ) / IR, ATP ( H ), CPL ( H ) / IR or CPL ( H ) integrated course and who does not comply with the requirement of *( a ) ( 1 ),* shall have the Type Rating issued with the privileges limited to exercising functions *as co-pilot only*.

The limitation shall be removed once the pilot has :

*1 )*  completed ***70*** *hours* as PIC or pilot-in-command under supervision of helicopters ;

*2 )* passed the multi-pilot Skill Test on the applicable helicopter type as PIC.

***c )*** *Single - pilot multi - engine helicopters*. An applicant for the issue of a *first Type Rating* for a single-pilot multi-engine helicopter shall :

*1 )* before starting flight training :

( i ) have passed the ATPL ( H ) theoretical knowledge examinations ; *or*

( ii ) hold a certificate of completion of a pre-entry course conducted by an ATO. The course shall cover the following subjects of the ATPL ( H ) theoretical knowledge course :

— Aircraft General Knowledge : *airframe / systems / power plant*, and *instrument / electronics* ,

— Flight Performance and Planning : *mass* and *balance , performance* ;

*2 )* in the case of applicants who have not completed an ATP ( H ) / IR, ATP ( H ), or CPL ( H ) / IR integrated training course, have completed at least 70 hours as PIC on helicopters.

**FCL. 735. H Multi - crew Cooperation *( MCC )* Training Course — Helicopters**

***a )*** The MCC training course shall comprise at least :

*1 )* for MCC / IR :

( i ) *25 hours* of theoretical knowledge instruction and exercises ; *and*

( ii ) *20 hours* of practical MCC training or *15 hours*, in the case of student pilots attending an ATP ( H ) / IR integrated course. When the MCC training is combined with the *initial Type Rating* training for a multi- pilot helicopter, the practical MCC training may be reduced to not less than *10 hours*  if the same FSTD is used for both MCC and Type Rating ;

*2 )*  for MCC / VFR :

( i ) *25 hours* of theoretical knowledge instruction and exercises ; *and*

( ii ) *15 hours* of practical MCC training or *10 hours*, in the case of student pilots attending an ATP ( H ) / IR integrated course. When the MCC training is combined with the *initial Type Rating training* for a multi- pilot helicopter, the practical MCC training may be reduced to *not less than 7 hours* if the same FSTD is used for both MCC and Type Rating.

***b )*** The MCC training course shall be completed within 6 months at an ATO.

An FNPT II or III qualified for MCC, an FTD 2 / 3 or an FFS shall be used.

***c )*** Unless the MCC course has been combined with a multi-pilot *Type Rating course*, on completion of the MCC training course the applicant shall be given a certificate of completion.

***d )*** An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in *( a ) ( 1 ) ( i )* or *( a ) ( 2 ) ( i ),* as applicable.

***e )*** An applicant for MCC / IR training who has completed MCC / VFR training shall be exempted from the requirement in *( a ) ( 1 ) ( i )*, and shall complete *5 hours of practical* MCC / IR training.

**FCL. 740. H Revalidation of Type Rating’s — Helicopters**

***a )*** *Revalidation*. For revalidation of Type Ratings for helicopters, the applicant shall :

*1 )*  pass a Proficiency Check in accordance with *Appendix 9* to this *Part*  in the relevant type of helicopter or an FSTD representing that type *within the* ***3***  *months immediately preceding the expiry date* of the rating ; *and*

*2 )* complete *at least* ***2***  *hours as a pilot* of the relevant helicopter type within the validity period of the rating. The duration of the Proficiency Check may be counted towards the ***2*** *hours.*

*3 )* when applicants *hold more than 1 Type Rating for single-engine piston helicopters*, they may achieve revalidation of ***all***  *the relevant Type Ratings* by completing the Proficiency Check in only **1** of the relevant types held, provided that they have completed *at least* ***2***  *hours of flight time* as PIC on the other types during the validity period.

The Proficiency Check shall be performed each time on a different type.

*4 )* when applicants *hold more than 1 Type Rating for single-engine turbine helicopters* with a maximum certificated Take-off mass up to 3 175 kg, they may achieve revalidation of ***all*** *the relevant Type Ratings by* completing the Proficiency Check in *only* ***1*** *of the relevant types held,* provided that they have completed :

( i ) 300 hours as PIC on helicopters ;

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

( iii ) at least 2 hours of PIC flight time on each of the other types during the validity period. The proficiency check shall be performed each time on a different type.

*5 )* a pilot who successfully completes a Skill Test for the issue of an additional Type Rating shall achieve revalidation for the relevant Type Ratings in the common groups, in accordance with *( 3 )* and *( 4 ).*

*6 )* the revalidation of an IR ( H ), if held, may be combined with a Proficiency Check for a Type Rating.

***b )*** An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of *( a ) ( 3 ) and ( 4 ),* the applicant shall not exercise his / her privileges in any of the types.

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***Section 4.*** ***Specific Requirements for the Powered - lift Aircraft category***

**FCL. 720. PL Experience Requirements and prerequisites for the issue of**

**Type Ratings — powered - lift aircraft**

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of a powered - lift Type Rating shall comply with the following experience requirements and prerequisites :

***a )***  *for pilots of aeroplanes* :

*1 )* hold a CPL / IR ( A ) with ATPL theoretical knowledge or an ATPL ( A ) ;

*2 )* hold a certificate of completion of an MCC course ;

*3 )* have completed more than 100 hours as pilot on multi - pilot aeroplanes ;

*4 )* have completed 40 hours of flight instruction in helicopters ;

***b )*** *for pilots of helicopters* :

*1 )* hold a CPL / IR ( H ) with ATPL theoretical knowledge or an ATPL / IR ( H ) ;

*2 )* hold a certificate of completion of an MCC course ;

*3 )* have completed more than 100 hours as a pilot on multi - pilot helicopters ;

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

***c )*** *for pilots qualified to fly both aeroplanes and helicopters :*

*1 )* hold at least a CPL ( H ) ;

*2 )* hold an IR and ATPL theoretical knowledge or an ATPL in either aeroplanes or helicopters ;

*3 )* hold a certificate of completion of an MCC course in either helicopters or aeroplanes;

*4 )* have completed at least 100 hours as a pilot on multi-pilot helicopters or aeroplanes ;

*5 )* have completed 40 hours of flight instruction in aeroplanes or helicopters, as applicable, if the pilot has no experience as ATPL or on multi - pilot aircraft.

**FCL. 725. PL Flight instruction for the issue of Type Ratings — powered - lift Aircraft**

The flight instruction part of the training course for a powered - lift Type Rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.

**FCL. 740. PL Revalidation of Type Ratings — powered - lift Aircraft**

***a )*** *Revalidation*. For revalidation of powered - lift Type Ratings, the applicant shall :

*1 )* pass a Proficiency Check in accordance with *Appendix 9* to this *Part* in the relevant type of powered - lift *within the* ***3***  *months immediately preceding the expiry date of the rating* ;

*2 )*  complete during the period of validity of the rating, at least :

( i ) 10 route sectors as pilot of the relevant type of powered - lift aircraft ; *or*

( ii ) 1 route sector as pilot of the relevant type of powered - lift aircraft or FFS, flown with an examiner. This route sector may be flown during the Proficiency Check.

*3 )*  A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators Proficiency Check *combined with the Proficiency Check for the revalidation of the Type Rating* shall be exempted from complying with the requirement in *( 2 ).*

***b )*** An applicant who fails to achieve a pass in all sections of a Proficiency Check before the expiry date of a Type Rating *shall* ***not exercise*** *the privileges of that rating until* the a pass in the Proficiency Check has been achieved.

***Section 5****.* ***Specific Requirements for the Airship category***

**FCL. 720. As Prerequisites for the issue of Type Ratings — Airships**

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of an airship Type Rating shall comply with the following experience requirements and prerequisites :

***a )*** *for multi - pilot airships* :

*1 )* have completed 70 hours of flight time as PIC on airships ;

*2 )* hold a certificate of satisfactory completion of MCC on airships.

*3 )* An applicant who does not comply with the requirement in (2) shall have the Type Rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has completed 100 hours of flight time as PIC or pilot-in-command under supervision of airships.

**FCL. 735. As Multi - Crew Cooperation *( MCC )* training course — Airships**

***a )*** The MCC training course shall comprise at least :

*1 )* 12 hours of theoretical knowledge instruction and exercises ; *and*

*2 )* 5 hours of practical MCC training ;

An FNPT II, or III qualified for MCC, an FTD 2 / 3 or an FFS shall be used.

***b )*** The MCC training course shall be completed within 6 months at an ATO ; ***c )***  Unless the MCC course has been combined with a multi-pilot Type Rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.

***d )*** An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirements in *( a ).*

**FCL. 740. As Revalidation of Type Ratings — airships**

***a )*** *Revalidation*. For revalidation of Type Ratings for airships, the applicant shall :

*1 )* pass a Proficiency Check in accordance with *Appendix 9* to this *Part* in the relevant type of airship *within the* ***3*** *months immediately preceding the expiry date of the rating* ; *and*

*2 )* complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the Proficiency Check may be counted towards the 2 hours ;

*3 )* The revalidation of an IR ( As ), if held, may be combined with a Proficiency Check for the revalidation of a class or Type Rating.

***b )*** An applicant who fails to achieve a pass in all sections of a Proficiency Check before the expiry date of a Type Rating shall not exercise the privileges of that rating until a pass in the Proficiency Check has been achieved.

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