**SUBPART A**

***GENERAL REQUIREMENTS***

***ARM - FCL. 001 Competent Authority***

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

***ARM - FCL. 005 Scope***

This Part establishes the requirements for the issue of pilot licences and associated ratings and certificates and the conditions of their validity and use.

***ARM - FCL. 010 Definitions***

For the purposes of this Part, the following definitions apply :

***“ Aerobatic flight “*** - means an intentional maneuver involving an abrupt change in an aircraft’s attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight or for instruction for licences or ratings other than the aerobatic rating ;

***“Aeroplane “*** - means an engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings ;

***“ Aeroplane required to be operated with a co-pilot “*** - means a type of aeroplane which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate ;

***“ Aircraft “*** - means any machine which can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface :

**“ Air crew / Aircrew ”** - means flight crew and cabin crew ;

***“ Airmanship “*** - means the consistent use of good judgement and well - developed

knowledge, skills and attitudes to accomplish flight objectives ;

***“ Airship “*** - means a power-driven lighter-than-air aircraft, with the exception of hot-air

airships, which, for the purposes of this Part, are included in the definition of

balloon ;

***“ Balloon “*** - means a lighter-than-air aircraft which is not engine-driven and sustains flight through the use of either gas or an airborne heater. For the purposes of this Part, a hot-air airship, although engine-driven, is also considered a balloon ;

***“ Basic Instrument Training Device “*** *( BITD )* - means a ground - based training device which represents the student pilot’s station of a class of aeroplanes. It may use screen - based instrument panels and spring - loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight ;

***“ Cabin Crew member ”*** - means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an Operator to perform duties related to the safety of passengers and flight during operations ;

***“ Category of aircraft “*** - means a categorization of aircraft according to specified basic

characteristics, *for example* aeroplane, powered - lift, helicopter, airship,

sailplane, free balloon ;

***“ Class of Aeroplane “*** - means a categorization of single - pilot aeroplanes not requiring a

Type Rating ;

***“ Class of Balloon “*** - means a categorization of balloons taking into account the lifting

means used to sustain flight ;

***“ Commercial Air Transport “*** - means the transport of passengers, cargo or mail for

remuneration or hire ;

***“ Competency “*** - means a combination of skills, knowledge and attitude required to

perform a task to the prescribed standard ;

***“ Competency element “*** means an action which constitutes a task that has a triggering event

and a terminating event that clearly defines its limits, and an observable

outcome ;

***“ Competency unit “*** - means a discrete function consisting of a number of competency

elements ;

***“ Conversion “*** *( of a Licence )* - the issue of a ARM – FCL Licence on the basis of a licence

issued by a non - EASA State ;

***“ Co - pilot “*** means a pilot operating other than as pilot - in - command, on an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating ;

***“ Credit “*** - recognition of alternative means or prior qualifications ;

***“ Cross - country “*** - means a flight between a point of departure and a point of arrival

following a pre-planned route, using standard navigation procedures ;

***“ Cruise relief Co - pilot “*** - means a pilot who relieves the Co-pilot of his / her duties at

the controls during the cruise phase of a flight in multi-pilot operations above FL 200 ;

***“ Dual instruction time “*** - means flight time or instrument ground time during which a

person is receiving flight instruction from a properly authorized instructor ;

***“ Error “*** - means an action or inaction taken by the flight crew which leads to

deviations from organizational or flight intentions or expectations ;

***“ Error management “*** - means the process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states ;

***“ Flight Engineer “*** - *(* ***F / E*** *)* - a Flight Engineer is a crew member operating other than as pilot, on an aircraft for which more than two crew member is required, who complies with specific requirements and procedures according aircraft FM ;

***“ Flight Load Master “*** - *(* ***F / LM*** *)* - a Flight Load Master is a crew member operating other than as pilot, on an cargo aircraft for which more than two crew member is required, who complies with specific requirements and procedures according aircraft FM

***“ Flight Navigator “*** - *(* ***F / N*** *)* - a Flight Navigator is a crew member operating other than as pilot, on an aircraft for which more than two crew member is required, who complies with specific requirements and procedures according aircraft FM ;

***“ Flight Radio Operator “***- *(* ***F / RO*** *)* - a Flight Radio Operator is a crew member operating other than as pilot, on an aircraft for which more than two crew member is required, who complies with specific requirements and procedures according aircraft FM ;

***“ Flight time under Instrument Flight Rules “*** *( IFR* ) - means all flight time during which the aircraft is being operated under the Instrument Flight Rules ;

***“ Full Flight Simulator “*** *( FFS )* - means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system ;

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

* *for helicopters*, it means the total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped ;
* *for airships*, it means the total time from the moment an airship is released from the mast for the purpose of taking- off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast ;
* *for sailplanes*, it means the total time from the moment the sailplane commences the ground run in the process of taking-off until the moment the sailplane finally comes to a rest at the end of flight ;
* *for balloons*, it means the total time from the moment the basket leaves the ground for the purpose of taking-off until the moment it finally comes to a rest at the end of the flight ;

***“ Flight Training Device “*** *( FTD )* - means a full size replica of a specific aircraft type’s instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system, except in the case of helicopter FTD levels 2 and 3, where visual systems are required ;

***“ Flight and Navigation Procedures Trainer “*** *( FNPT )* - means a training device which represents the flight deck or cockpit environment, including the assemblage of equipment and computer programmes necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft ;

***“ Group of balloon “*** - means a categorization of balloons, taking into account the size or capacity of the envelope ;.

***“ Helicopter “*** - means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes ;

***“ Instrument time “*** - means instrument flight time or instrument ground time ;

***“ Instrument flight time “*** - means the time during which a pilot is controlling an aircraft in

flight solely by reference to instruments ;

***“ Instrument ground time “*** - means the time during which a pilot is receiving instruction

in simulated instrument flight, in flight simulation training devices *( FSTD )* ;

***“ Multi - Crew Cooperation “*** *- ( MCC* ) - means the functioning of the flight crew as a

team of cooperating members led by the Pilot - in - Command ;

***“ Multi - pilot operation “*** :

* *for aeroplanes*, - it means an operation requiring at least 2 pilots using multi-crew cooperation in either multi - pilot or single - pilot aeroplanes ;
* *for helicopters*, - it means an operation requiring at least 2 pilots using multi - crew cooperation on multi - pilot helicopters ;

***“ Multi - pilot aircraft “ :***

* *for aeroplanes*, - it means aeroplanes certificated for operation with a minimum crew of at least two pilots ;
* *for helicopters*, *airships and powered-lift aircraft*, - it means the type of aircraft which is required to be operated with a co - pilot as specified in the Flight Manual or by the air operator certificate or equivalent document ;

***“ Night ‘*** - means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate Authority, as defined by the Member State ;

***“ Other training devices “*** *( OTD )* - means 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 “*** - means a simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved ;

***“ Pilot - in - Command “*** *( PIC )* - means the pilot designated as being in Command and

charged with the safe conduct of the flight ;

***“ Pilot - in - Command Under Supervision “*** *( PICUS )* - means a co-pilot performing,

under the supervision of the Pilot - in- Command, the duties and functions of a

Pilot - in - Command ;

***“ Powered - lift Aircraft “*** - means any aircraft deriving vertical lift and in flight propulsion / lift from variable geometry rotors or engines / propulsive devices attached to or contained within the fuselage or wings ;

***“ Powered Sailplane “*** - means an aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane ;

***“ Private pilot “*** - means a pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given, with the exclusion of instruction or examination activities, as established in this Part ;

***“ Proficiency Check “*** - means the demonstration of *Skill*  to *revalidate* or *renew*  Ratings, and including such oral examination as may be required ;

***“ Professional pilot “*** - a pilot who holds a licence which permits the piloting of aircraft in

operations for which remuneration is given ;

***“ Rating “*** - an entry in a licence stating special conditions, privileges or limitations

pertaining to that licence ;

***“ Renewal “*** *( of, e. g. a Rating or Certificate )* - means the administrative action taken after a Rating or Certificate *has lapsed* for the purpose of renewing the privileges of the Rating or Certificate for a further specified period consequent upon the fulfillment of specified requirements ;

***“ Revalidation “*** *( of, e. g. a Rating or Certificate )* - means the administrative action taken within the period of validity of a Rating or Certificate which allows the holder to continue to exercise the privileges of a Rating or Certificate for a further specified period consequent upon the fulfillment of specified requirements ;

***“ Route sector “*** - means a flight comprising Take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases ;

***“ Sailplane “*** - means a heavier - than - air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine ;

***“ Single - pilot aircraft “*** - means an aircraft certificated for operation by one pilot ;

***“ Skill Test “*** - means the demonstration of skill for a licence or rating issue, including such oral examination as may be required ;

***“ Solo flight time “***  - means flight time during which a student pilot is the sole occupant

of an aircraft ;

***“ Student Pilot - in - Command “*** *( SPIC )*  - means a student pilot acting as Pilot - in - Command on a flight with an instructor where the latter will only observe the student pilot and shall not influence or control the flight of the aircraft ;

***“ Threat “*** - means events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety ;

***“ Threat management “*** - means the process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states ;

***“ Touring Motor Glider “*** *( TMG )*  - means a specific class of powered sailplane having an integrally mounted, non - retractable engine and a non - retractable propeller. It shall be capable of taking - off and climbing under its own power according to its flight manual ;

***“ Type of aircraft “*** - means a categorization of aircraft requiring a Type Rating as determined in the operational suitability data established in accordance with Part - 21, and which include all aircraft of the same basic design including all modifications there to except those which result in a change in handling or flight characteristics ;

***“ Validity period “*** - the *period of validity of a* *Rating, Qualification, Certificate, Training* *or Check’s e. g. IR,* *Proficiency and Line Check, Emergency and Safety Equipment Training and the corresponding Checking*  *-* shall be specified period counted from the end of the month when the Check was taken .

When the Training or Checks required above are undertaken within the last three *(* ***3*** *)* months of the validity period, the new validity period shall be counted from the original expiry date ;

***“ JAR - compliant certificate, approval or organization ”*** - means the certificate or approval issued or recognized or the organization certified, approved, registered or recognized, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having been recommended for mutual recognition within the Joint Aviation Authorities’ system in relation to such JAR .

***ARM - FCL. 015*  *Application and Issue****,* ***Revalidation and Renewal of Licences,***

***Ratings and Certificates****.*

***a )*** An application for the issue, revalidation or renewal of pilot licences and associated ratings and certificates shall be submitted to the competent Authority in a form and manner established by this authority. The application shall be accompanied by evidence that the applicant complies with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Part and Part -Medical ;

***b )*** Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the competent GDCA ;

***c )***  A person shall not hold at any time more than one licence per category of aircraft issued in accordance with this Part ;

***d )*** An application for the issue of a licence for another category of aircraft, or for the issue of further ratings or certificates, as well as an amendment, revalidation or renewal of those licences, ratings or certificates shall be submitted to the Competent Authority which initially issued the pilot licence, except when the pilot has requested a change of competent Authority and a transfer of his licensing and medical records to that Authority.

***ARM - FCL. 020 Student pilot***

a ) A student pilot shall not fly solo unless authorized to do so and supervised by a flight instructor ;

b ) Before his / her first solo flight, a student pilot shall be at least :

1 ) in the case of aeroplanes, helicopters and airships : ***16*** *years of age* ;

2 ) in the case of sailplanes and balloons : ***14*** *years of age*.

***ARM - FCL. 025 Theoretical Knowledge examinations for the issue of Licences and Ratings***

***a )*** Responsibilities *of the applicant :*

1 ) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or rating under the responsibility of the GDCA of RA ;

2 ) Applicants shall only take the theoretical knowledge examination when recommended by the Approved Training Organization ( ATO ) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard ;

( 3 ) The recommendation by an ATO *shall be valid for* ***12***  *months.* If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by the ATO, based on the needs of the applicant.

***b )*** *Pass standards :*

1 ) a pass in a theoretical knowledge examination paper will be awarded to an applicant achieving *at least* ***75*** *%* of the marks allocated to that paper. There is no penalty marking.

( 2 ) unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate Pilot Licence or Rating when he / she has passed all the required examination papers within *a period of* ***18*** *months* counted from the end of the calendar month when the applicant first attempted an examination ;

3 ) if an applicant has failed to pass one of the theoretical knowledge examination papers *within* ***4*** *attempts*,or has failed to pass all papers within *either* ***6*** *sittings* or the period mentioned in paragraph *( 2 )*, he / sheshall re-take the complete set of examination papers.

Before re-taking the theoretical knowledge examinations, the applicant shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the ATO, based on the needs of the applicant

***c )*** *Validity period :*

( 1 ) The successful completion of the theoretical knowledge examinations will be valid :

( i ) for the issue of a Light aircraft pilot licence ( LAPL ), a Private Pilot Licence

( PPL ), a Sailplane pilot licence or a Balloon pilot licence, - *for a period of*

***24*** *months ;*

( ii ) for the issue of a Commercial Pilot Licence ( CPL ), Instrument Rating ( IR ) or

En - route Instrument Rating ( EIR ), *for a period of* ***36***  *months* ;

( iii ) the periods in *( i ) and ( ii )* shall be counted from the day when the pilot

successfully completes the theoretical knowledge examination, in accordance with

*( b ) ( 2 )* ;

( 2 ) The completion of the Airline Transport Pilot Licence ( ATPL ) theoretical knowledge examinations will remain valid for the issue of an ATPL - *for a period of* ***7*** *years from* the last validity date of :

( i ) an IR entered in the licence ; *or*

( ii ) in the case of helicopters, a Helicopter’s Type Rating entered in that

licence.

***ARM - FCL. 030 Practical Skill Test***

***a )*** Before a Skill Test for the issue of a Licence, Rating or Certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training.

In any case, the theoretical knowledge instruction shall always have been completed before

the Skill Tests are taken.

***b )***  Except for the issue of an Airline Transport Pilot Licence, the applicant for a Skill Test shall be recommended for the test by the organization / person responsible for the training, once the training is completed.

The training records shall be made available to the Examiner.

***ARM - FCL. 035 Crediting of flight time and theoretical knowledge***

***a )*** *Crediting of flight time.*

1 ) unless otherwise specified in this Part, flight time to be credited for a Licence, Rating or Certificate shall have been flown in the same category of aircraft for which the licence, rating or certificate is sought.

2 ) PIC or under instruction.

( i ) an applicant for a Licence, Rating or Certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate ;

( ii ) a graduate of an ATP Integrated Training Course is entitled to be credited with *up to* ***50***  *hours* of student Pilot - in - Command instrument time towards the PIC time required for the issue of the Airline Transport Pilot Licence, Commercial Pilot Licence and a Multi - Engine Type or Class Rating ;

( iii ) a graduate of a CPL / IR Integrated Training Course is entitled to be credited with *up to 50* *hours*  of the student Pilot - in - Command instrument time towards the PIC time required for the issue of the Commercial Pilot Licence and a Multi - Engine Type or Class Rating ;

3 ) flight time as Co - pilot or PICUS. Unless otherwise determined in this Part, the holder of a pilot licence, when acting as co - pilot or PICUS, is entitled to be credited with all of the co - pilot time towards the total flight time required for a higher grade of pilot licence.

***b )***  *Crediting of theoretical knowledge*

1 ) an applicant having passed the theoretical knowledge examination for an Airline Transport Pilot Licence shall be credited with the theoretical knowledge requirements for the Light Aircraft Pilot Licence ( LAPL ), the Private Pilot Licence ( PPL ), the Commercial Pilot Licence ( CPL ) and, except in the case of helicopters, the IR and the EIR in the same category of aircraft.

2 ) an applicant having passed the theoretical knowledge examination for a *Commercial Pilot Licence* shall be credited with the theoretical knowledge requirement for a light aircraft pilot licence or a private pilot licence in the same category of aircraft ;

3 ) the holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft ;

4 ) the holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to this Part.

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

5 ) notwithstanding point *( b )( 3 ),* the holder of an IR( A ) who has completed a competency-based modularIR ( A ) course or the holder of an EIR shall only be credited in full towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft when also havingpassed the theoretical knowledge instruction and examination for the IFR part of the course required inaccordance with FCL. 720 .A. (b)(2)(i).

***ARM - FCL. 040 Exercise of the privileges of licences***

The exercise of the privileges granted by a licence shall be dependent upon the validity of the ratings contained therein, *if applicable*, and of the medical certificate.

***ARM - FCL. 045 Obligation to carry and present documents***

***a )*** A valid licence and a valid medical certificate shall always be carried by the Flight Crew member when exercising the privileges of the licence ;

***b )*** The Flight Crew member shall also carry a personal identification document containing his / her photo ;

***c )*** A Flight Crew member or a student pilot shall without undue delay present his / her flight time record for inspection upon request by an authorized representative of a competent Authority ;

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

***ARM - FCL. 050 Recording of flight time***

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

***ARM - FCL. 055 Language proficiency***

***a )*** *General.* Aeroplane, helicopter, powered - lift and airship pilots required to use the radio telephone shall not exercise the privileges of their Licences and Ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date ;

***b )*** The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to :

( 1 ) communicate effectively in voice - only and in face - to - face situations ;

( 2 ) communicate on common and work - related topics with accuracy and clarity ;

( 3 ) use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings in a general or work - related context ;

( 4 ) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar ; *and*

( 5 ) use a dialect or accent which is intelligible to the aeronautical community ;

***c )*** Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency endorsement shall be re - evaluated every :

( 1 ) ***3*** *years,* - if the level demonstrated is *operational level ;* *or*

( 2 ) ***6***  *years,* - if the level demonstrated is *extended level.*

d ) Specific requirements for holders of an Instrument Rating ( IR ) or En-route Instrument Rating ( EIR ).

Without prejudice to the paragraphs above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at a level which allows them to :

1 ) understand all the information relevant to the accomplishment of all phases of a

flight, including flight preparation ;

2 ) use radio telephony in all phases of flight, including emergency situations ;

3 ) communicate with other crew members during all phases of flight, including flight

preparation ;

e ) The demonstration of language proficiency and the use of English for IR or EIR holders shall be done through a method of assessment established by the GDCA of RA / competent authority.

***ARM - FCL. 060 Recent experience***

***a )*** ***Balloons.*** A pilot shall not operate a balloon in commercial air transport or carrying passengers unless he / she has completed in the preceding 180 days :

1 ) *at least* ***3***  *flights* as a Pilot Flying in a balloon, of which at least 1 shall be in a balloon of the relevant class and group ; *or*

2 ) ***1*** *flight* in the relevant class and group of balloon under the supervision of an instructor qualified in accordance with *Subpart* ***J***  ;

***b )*** ***Aeroplanes, Helicopters, Powered - lift, Airships and Sailplanes.***

A pilot shall not operate an aircraft in commercial air transport or carrying passengers :

1 ) as PIC or Co - pilot unless he / she has carried out, in the *preceding* ***90***  *days*, *at least* ***3*** Take - offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The ***3***  *Take - offs and landings* shall be performed in either multi - pilot or single - pilot operations, depending on the privileges held by the pilot ; *and*

2 ) as PIC at night unless he / she :

( i ) has carried out in the *preceding* ***90***  *days at least* ***1***  *Take - off, approach and landing at night* as a Pilot Flying in an aircraft of the same type or class or an FFS

representing that type or class ; *or*

( ii ) holds an IR ;

3 ) as Cruise Relief Co - pilot unless he / she :

( i ) has complied with the requirements in *( b )( 1 )* ; *or*

( ii ) has carried out in the *preceding* ***90*** *days* *at least* ***3*** *sectors* as a cruise relief pilot on the same type or class of aircraft ; *or*

( iii ) has carried out recency and refresher flying skill training in an FFS at intervals *not exceeding* ***90*** *days.* This refresher training may be combined with the Operator’s refresher training prescribed in the relevant requirements of Part - ORO.

4 ) when a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the ***3*** *Take - offs,* approaches and landings required in *( 1 )* may be performed as defined in the operational suitability data established in accordance with Part - 21 ;

5 ) when a pilot has the privilege to operate more than one type of non - complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with Part - 21, the ***3*** *take - offs, approaches and landings* required in *( 1 )* may be performed in just one of the types, provided that the pilot has completed *at least* ***2***  *hours* of flight in each of the types of helicopter, during the preceding 6 months ;

***c )*** Specific requirements for commercial air transport :

1 ) In the case of commercial air transport, the ***90*** *- day period* prescribed in subparagraphs *( b ) ( 1 ) and ( 2 )* above may be extended up to a maximum of 120 days, as long as the pilot undertakes Line Flying Under the Supervision of a Type Rating Instructor or Examiner ;

2 ) When the pilot does not comply with the requirement in *( 1 )* , he / she shall complete a training flight in the aircraft or an FFS of the aircraft type to be used, which shall include at least the requirements described in *( b ) ( 1 ) and ( 2 )* before he / she can exercise his / her privileges.

***ARM - FCL. 065 Curtailment of privileges of Licence holders aged 60 years***

***or more in Commercial Air Transport***

***a )*** ***Age 60 - 64.*** *Aeroplanes and helicopters.*

The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in Commercial Air Transport *except :*

( 1 ) as a member of a multi - pilot crew ; *and*

( 2 ) provided that such a holder is the only pilot in the flight crew who has attained the age of 60 years ;

***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.

***ARM - FCL. 070 Revocation, suspension and limitation of Licences, Ratings***

***and Certificates***

***a )*** Licences, Ratings and Certificates issued in accordance with this Part may be limited, suspended or revoked by the competent Authority when the pilot does not comply with the requirements of this Part, Part - Medical or the applicable operational requirements, in accordance with the conditions and procedures laid down in Part - ARA ;

b ) When the pilot has his / her licence suspended or revoked, he / she shall immediately return the licence or certificate to the competent Authority.

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