FOREWORD

1 The General Department of Civil Aviation at the Government of Republic of Armenia (GDCA of RA), known in these regulations as the " Authority " has implemented **" Air Crew "** Regulation based on the European Union rulemaking regulation, with a view to harmonizing legislation and to regulate Commercial Air Transport Flight Crew Licensing, Cabin Crew Qualification, Medical and Air Training Organization approval and certification.

2 ICAO Annex **1** has been selected to provide the basic structure of **" Air Crew "** Regulation, but with additional sub-division where considered appropriate. The content of Annex **1** has been used and added to, where acceptable.

3 The Authority has adopted associated compliance or interpretative material wherever possible and, unless specifically stated otherwise, clarification will be based on this material on Commission Regulation (EU) N° 1178 / 2011 of *3 November 2011*, EASA **" Air Crew "** Regulation, amendments to this Regulation and other documentation.

4 Future development of the requirements of **" Air Crew "** Regulation Annexes will be in accordance with Notice of Proposed Amendment *(NPA)* procedures , if the GDCA of RA thinks an NPA is required. These procedures allow for the amendment of Annexes I to VII to be harmonized with amendments to EASA regulations and ICAO Annexes in a timely manner. Last amendment done in March 2015 *(CR-EU N° 2015 / 445 of 17 March 2015).* Typographical errors or minor changes that do not affect the industry will be published and introduced without NPA *(Notice of Proposed Amendment).*

5 Definitions and abbreviations of terms used in Annexes that are considered generally applicable are contained in ARM - FCL and other Annexes Definitions and Abbreviations. However, definitions and abbreviations of terms used in Annexes that are specific to a Subpart of Annex are normally given in the Subpart concerned or, exceptionally, in the associated compliance or interpretative material.

6 Amendments history table is included so that the changes can be easily tracked. Last amendment done by 22 December 2015 under **Revision 1.**

7 All Annexes of regulations are presented in Times Roman font and size of 12, the recent changes to the new text will be marked by ***Bold Italics***.

8. This Second issue is dated ***05 May 2015*** edition. All pages of this edition of Annexes will be effective by ***26 May 2015.***
All pages are current as in LEP *(List of Effective Page),* the blank pages are marked with Intentionally Left Blank as it is controlled by LEP.

9. Conformity with the Acceptable Means of Compliance & Guidance Material *(as soft rules)* presented in Section **2** every Annexes is mandatory unless other means of compliance meet the equivalent level of safety, acceptable to the GDCA of RA.

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General Content

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ARM – AIR CREW

Annex I

Part - FCL

Common Technical Requirements

for the issue of Pilot Licences & Associated Rating's

and Certificates and the conditions of their Validity

and use related to

Civil Aviation Flight Crew

YEREVAN
May 2015

CR EU N° **245 / 2014** of *13. 03. 2014*

amending CR - EU N° 1178 / 2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew

CR EU N° **2015 / 445** of *17. 03. 2015*

amending CR - EU N° 1178 / 2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew

LIST OF EFFECTIVE PAGES

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RECORD OF REVISION's

Rev N°	Date of issue	Entered by
1	22 December 2015	FOD at the GDCA of RA

Rev N^{o}	**Date of issue**	**Entered by**

RECORD OF TEMPORARY REVISION's

Rev N^{o}	Date of issue	Entered by

RECORD OF TEMPORARY REVISION's

Rev N^{o}	Date of issue	Entered by

CONTENT

SUBPART A

GENERAL REQUIREMENTS

ARM - FCL. 001 Competent Authority

For the purpose of this Part, the GDCA of RA 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 ICAO member 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 GDCA of RA;

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 GDCA 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 / she shall 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 modular IR (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 having passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance 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 Civil Aviation 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 GDCA of RA.

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 <u>PIC at night</u> 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 <u>Cruise Relief Co - pilot</u> 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 as a member of a Multi - pilot Crew ;

b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, 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.

c) Age 70. The holder of a Balloon or Sailplane Pilot Licence who has attained the age *of* ***70*** *years* shall not act as a pilot of a Balloon or a Sailplane 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 GDCA of RA 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 GDCA of RA / Civil Aviation Authority /.

SUBPART B

LIGHT AIRCRAFT PILOT LICENCE — LAPL

Section 1. Common Requirements

FCL. 100 LAPL — Minimum age

Applicants for the LAPL shall be :
(a) in the case of aeroplanes and helicopters, at least **17** years of age ;
(b) in the case of sailplanes and balloons, at least **16** years of age.

FCL. 105 LAPL — Privileges and Conditions

a) *General*. The privileges of the holder of an LAPL are to act without remuneration as PIC in non-commercial operations on the appropriate aircraft category ;
b) *Conditions*. Applicants for the LAPL shall have fulfilled the requirements for the relevant aircraft category and, when applicable, for the class or type of aircraft used in the Skill Test.

FCL. 110 LAPL — Crediting for the Same Aircraft Category

a) Applicants for an LAPL who have held another licence in the same category of aircraft shall be fully credited towards the requirements of the LAPL in that category of aircraft ;
b) With out prejudice to the paragraph above, if the licence has lapsed, the applicant shall have to pass a Skill Test in accordance with *FCL. 125* for the issue of an LAPL in the appropriate aircraft category.

FCL. 115 LAPL — Training Course

Applicants for an LAPL shall complete a training course within an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

FCL. 120 LAPL — Theoretical Knowledge Examination

Applicants for an LAPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following :

a) *common subjects :*

— Airlaw,
— Human Performance,
— Meteorology, *and*
— Communications ;

b) *specific subjects concerning the different aircraft categories :*

— Principles of Flight,
— Operational Procedures,
— Flight Performance and Planning,
— Aircraft General Knowledge, *and*
— Navigation.

FCL. 125 LAPL — Skill Test

a) Applicants for an LAPL shall demonstrate through the completion of a Skill Test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted ;

b) Applicants for the Skill Test shall have received flight instruction on the same class or type of aircraft to be used for the Skill Test. The privileges will be restricted to the class or type used for the Skill Test until further extensions are endorsed on the licence, in accordance with this Subpart ;

c) *Pass marks :*

1) The Skill Test shall be divided in to different sections, representing all the different phases of flight appropriate to the category of aircraft flown ;

2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he / she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test ;

3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test ;

4) Failure to achieve a pass in all sections of the Test *in **2** attempts* will require further practical training.

Subpart B

Section 2. Specific Requirements for the LAPL for Aeroplanes — LAPL (A)

FCL. 105. A LAPL (A) — Privileges and Conditions

a) The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land or TMG with a maximum certificated *Take-off mass of **2 000** kg or less*, carrying maximum of ***3*** *passengers,* such that there are *never more than **4** persons* on board of the aircraft ;

b) Holders of a LAPL(A) shall only carry passengers once they *have completed **10** hours* of flight time as PIC on aeroplanes or TMG after the issuance of the licence.

FCL. 110. A LAPL (A) — Experience Requirements and Crediting

a) Applicants for an LAPL (A) shall have completed *at least **30** hours* of flight instruction on aeroplanes or TMGs, including at least :

(1) ***15*** *hours of dual flight instruction* in the class in which the Skill Test will be taken ;

(2) ***6*** *hours of supervised solo flight time*, including *at least **3** hours of solo cross-country flight* time with *at least **1** cross-country flight* of at least 150 km (80 nm), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made ;

b) Specific requirements for applicants holding an LAPL (S) with TMG extension. Applicants for an LAPL (A) holding an LAPL (S) with TMG extension shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG extension and complied with the requirements of FCL. 135. A (a) on aeroplanes.

c) *Crediting.* Applicants with prior experience as PIC may be credited towards the requirements in *(a)*.

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

(1) not exceed the total flight time as PIC ;

(2) not exceed 50 % of the hours required in *(a)* ;

(3) not include the requirements of *(a) (2)*.

FCL. 135. A LAPL (A) — Extension of Privileges to another Class or Variant of Aeroplane

a) The privileges of an LAPL (A) shall be limited to the class and variant of aeroplanes or TMG in which the Skill Test was taken. This limitation may be removed when the pilot has completed in another class the requirements below :

1) **3** hours of flight instruction, including :

(i) **10** dual take-offs and landings ; *and*

(ii) **10** supervised solo take-offs and landings.

2) a Skill Test to demonstrate an adequate level of practical skill in the new class. During this Skill Test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects :

(i) Operational Procedures ;

(ii) Flight Performance and Planning ;

(iii) Aircraft General Knowledge.

b) Before the holder of an LAPL can exercise the privileges of the licence on another variant of aeroplane than the one used for the Skill Test, the pilot shall undertake Differences or Familiarization Training. The Differences Training shall be entered in the pilot's logbook or equivalent document and signed by the Instructor.

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

a) Holders of an LAPL (A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG :

(1) at least **12** hours of flight time as PIC, including **12** take-offs and landings ; *and*

(2) refresher training of at least **1** hour of total flight time with an Instructor ;

b) Holders of an LAPL (A) who do not comply with the requirements in *(a)* shall :

(1) undertake a Proficiency Check with an Examiner before they resume the exercise of the privileges of their licence ; *or*

(2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an Instructor, in order to fulfill the requirements in *(a)*.

Subpart B

Section 3. Specific Requirements for the LAPL for Helicopters — LAPL (H)

FCL. 105. H LAPL (H) — Privileges

The privileges of the holder of an LAPL for helicopters are to act as PIC on single-engine helicopters with a maximum certificated take-off mass of **2 000** kg or less, carrying a maximum of ***3*** *passengers*, such that there are *never more than **4** persons on board*.

FCL. 110. H LAPL (H) — Experience Requirements and Crediting

a) Applicants for the LAPL (H) shall have completed 40 hours of flight instruction on helicopters. At least 35 hours of which shall be flown on the type of helicopter that is to be used for the skill test. The flight instruction shall include at least:

(1) 20 hours of dual flight instruction ; *and*

(2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 nm) , during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made ;

b) *Crediting.* Applicants with prior experience as PIC may be credited towards the requirements in *(a)* .

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case :

(1) not exceed the total flight time as PIC ;

(2) not exceed 50 % of the hours required in *(a)* ;

(3) not include the requirements in *(a) (2).*

FCL. 135. H LAPL (H) — Extension of Privileges to another Type or Variant of Helicopter

a) The privileges of an LAPL (H) shall be limited to the specific type and variant of helicopter in which the Skill Test was taken. This limitation may be removed when the pilot has completed :

(1) 5 hours of flight instruction, including :

(i) **15** dual take-offs, approaches and landings ;

(ii) **15** supervised solo take-offs, approaches and landings ;

(2) a Skill Test to demonstrate an adequate level of practical skill in the new type. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects :

— Operational Procedures ;

— Flight Performance and Planning ;

— Aircraft General Knowledge.

b) Before the holder of an LAPL (H) can exercise the privileges of the licence in another variant of helicopter than the one used for the Skill Test, the pilot shall undertake Differences or Familiarization Training, as determined in the operational suitability data established in accordance with Part-21. The Differences Training shall be entered in the pilot's logbook or equivalent record and signed by the Instructor.

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

a) Holders of an LAPL (H) shall only exercise the privileges of their licence on a specific type when they have completed on helicopters of that type in the last 12 months :

(1) at least ***6 hours*** of flight time as PIC, including **6** take-offs, approaches and landings ;

and

(2) refresher training of at least ***1 hour*** total flight time with an instructor.

b) Holders of an LAPL (H) who do not comply with the requirements in *(a)* shall :

(1) pass a Proficiency Check with an Examiner on the specific type before they resume the exercise of the privileges of their licence ;

or

(2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an Instructor, in order to fulfill the requirements in *(a)*.

Subpart B.

Section 4. Specific Requirements for the LAPL for Sailplanes — LAPL (S)

FCL. 105. S LAPL (S) — Privileges and Conditions

a) The privileges of the holder of an LAPL for Sailplanes are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall comply with the requirements in FCL.135.S ;

b) Holders of an LAPL(S) shall only carry passengers once they have completed ***10*** *hours* of flight time or ***30*** *launches as PIC* on sailplanes or powered sailplanes after the issuance of the licence.

FCL. 110. S LAPL (S) — Experience Requirements and Crediting

a) Applicants for an LAPL (S) shall have completed *at least* ***15*** *hours of flight* instruction in sailplanes, or powered sailplanes, including at least :

1) ***10*** *hours* of dual flight instruction ;
2) ***2*** *hours* of supervised solo flight time ;
3) **45** launches and landings ;
4) **1** solo cross-country flight of at least 50 km (27 NM) or **1** dual cross-country flight of at least 100 km (55 NM).

b) Of the ***15*** *hours* required in *(a),* a maximum of **7** hours may be completed in a TMG.

c) *Crediting.* Applicants with prior experience as PIC may be credited towards the requirements in *(a)*. The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case :

1) not exceed the total flight time as PIC ;
2) not exceed 50 % of the hours required in *(a)* ;
3) not include the requirements in *(a)(2) to (a)(4).*

FCL. 130. S LAPL (S) — Launch Methods

a) The privileges of the LAPL (S) shall be limited to the launch method included in the skill test. This limitation may be removed when the pilot has completed :

1) in the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision ;
2) in the case of aero tow or self launch, a minimum of 5 launches in dual flight instruction, and 5 solo launches under supervision. In the case of self launch, dual flight instruction may be done in a TMG ;
3) in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.

b) The completion of the additional training launches shall be entered in the logbook and signed by the instructor.

c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches ;

d) When the pilot does not comply with the requirement in *(c),* he / she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.

FCL. 135. S LAPL (S) — Extension of Privileges to TMG

The privileges of an LAPL (S) shall be extended to a TMG when the pilot has completed in an ATO, at least :

a) ***6*** *hours* of flight instruction on a TMG, including :

1) ***4*** *hours* of dual flight instruction ;

2) **1** solo cross-country flight of at least 150 km (80 NM), during which **1** full stop landing at an aerodrome different from the aerodrome of departure shall be performed ;

b) a Skill Test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects :

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

FCL. 140. S LAPL (S) — Recency Requirements

a) *Sailplanes and Powered Sailplanes*. Holders of an LAPL (S) shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes or powered sailplanes, excluding TMGs, in the last **24** months, at least :

1) ***5*** *hours* of flight time as PIC, including ***15*** *launches* ;

2) **2** training flights with an Instructor.

b) *TMG.* Holders of an LAPL (S) shall only exercise the privileges of their licence on a TMG when they have :

1) completed on TMGs in the last ***24*** *months* :

(i) at least ***12*** *hours* of flight time as PIC, including **12** take-offs and landings ;

(ii) refresher training of at least **1** hour total flight time with an instructor.

2) when the holder of the LAPL (S) also has the privileges to fly aeroplanes, the requirements in *(1)* may be completed on aeroplanes.

c) Holders of an LAPL (S) who do not comply with the requirements in *(a) or (b)* shall, before they resume the exercise of their privileges :

1) pass a Proficiency Check with an examiner on a sailplane or a TMG, as appropriate ; *or*

2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an Instructor, in order to fulfill the requirements in *(a) or (b).*

Subpart B.

Section 5. Specific Requirements for the LAPL for Balloons — LAPL (B)

FCL. 105. BL LAPL (B) — Privileges

The privileges of the holder of an LAPL for Balloons are to act as PIC on Hot-air Balloons or Hot-air Airships with a maximum of **3 400** m^3 envelope capacity or Gas Balloons with a maximum of **1 260** m^3 envelope capacity, *carrying a maximum of **3** passengers*, such that there *are never more than **4** persons on board* of the balloon.

FCL. 110. BL LAPL (B) — Experience Requirements and Crediting

a) Applicants for an LAPL (B) shall have completed on balloons of the same class *at least **16** hours* of flight instruction, including at least :

1) 12 hours of dual flight instruction ;

2) 10 inflations and 20 take-offs and landings ; *and*

3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.

b) Crediting. Applicants with prior experience as PIC, on balloons may be credited towards the requirements in (a). The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case :

1) not exceed the total flight time as PIC on balloons ;

2) not exceed 50 % of the hours required in *(a) ;*

3) not include the requirements of *(a)(2) and (a)(3).*

FCL. 130. BL LAPL (B) — Extension of privileges to tethered Flights

a) The privileges of the LAPL (B) shall be limited to non - tethered flights. This limitation may be removed when the pilot has completed at least 3 tethered instruction flights ;

b) The completion of the additional training shall be entered in the logbook and signed by the instructor ;

c) In order to maintain this privilege, pilots shall complete a minimum of 2 tethered flights during the last 24 months ;

d) When the pilot does not comply with the requirement in *(c),* he / she shall perform the additional number of tethered flights flying dual or solo under the supervision of an instructor in order to renew the privileges.

FCL. 135. BL LAPL (B) — Extension of privileges to another Balloon Class

The privileges of the LAPL (B) shall be limited to the class of balloons in which the skill test was taken. This limitation may be removed when the pilot has completed in the other class, at an ATO, at least :

a) 5 dual instruction flights ; *or*

b) in the case of an LAPL (B) for hot-air balloons wishing to extend their privileges to hot-air airships, 5 hours of dual flight instruction time ; *and*

c) a skill test, during which they shall demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects :

— Principles of flight ;
— Operational Procedures ;
— Flight performance and planning ; *and*
— Aircraft general knowledge.

FCL. 140. BL LAPL (B) — Recency Requirements

a) Holders of an LAPL (B) shall only exercise the privileges of their licence when they have completed, in one class of balloons in the last 24 months, at least :

1) ***6*** *hours of flight time as PIC*, including ***10*** *take-offs and landings* ; *and*

2) ***1*** *training flight* with an instructor ;

3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall *have completed at least **3** hours* of flight time in that class within the last **24** months, *including **3** take-offs and landings*.

b) Holders of an LAPL (B) who do not comply with the requirements in *(a)* shall, before they resume the exercise of their privileges :

1) pass a proficiency check with an examiner in the appropriate class ; *or*

2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfill the requirements in *(a)*.

SUBPART C

PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL) and BALLOON PILOT LICENCE (BPL)

Section 1. Common Requirements

FCL. 200 Minimum Age

a) An applicant for a PPL shall be *at least **17** years of age* ;
b) An applicant for a BPL or an SPL shall *be at least **16** years of age*.

FCL. 205 Conditions

Applicants for the issue of a PPL shall have fulfilled the requirements for the Class or Type Rating for the aircraft used in the Skill Test, as established in Subpart H.

FCL. 210 Training Course

Applicants for a BPL, SPL or PPL shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

FCL. 215 Theoretical Knowledge Examination

Applicants for a BPL, SPL or PPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects :
a) *common subjects :*
— Air law ,
— Human performance ,
— Meteorology , *and*
— Communications ;
b) *specific subjects concerning the different aircraft categories :*
— Principles of flight ,
— Operational procedures ,
--- Flight performance and planning ,
— Aircraft general knowledge , *and*
— Navigation.

FCL. 235 Skill Test

a) Applicants for a BPL, SPL or PPL shall demonstrate through the completion of a Skill Test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and maneuvers with competency appropriate to the privileges granted ;

b) An applicant for the Skill Test shall have received flight instruction on the same Class or Type of aircraft, or a group of balloons to be used for the Skill Test ;

c) *Pass marks*

1) the Skill Test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown ;

2) failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he / she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test ;

3) when the test needs to be repeated in accordance with *(2),* failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.

4) failure to achieve a pass in all sections of the test in 2 attempts will require further training.

Section 2. Specific Requirements for the PPL Aeroplanes — PPL (A)

FCL. 205. A PPL (A) — Privileges

(a) The privileges of the holder of a PPL (A) are to act without remuneration as PIC or co-pilot on aeroplanes or TMGs engaged in non-commercial operations ;

(b) Notwithstanding the paragraph above, the holder of a PPL (A) with instructor or examiner privileges may receive remuneration for :

1) the provision of flight instruction for the LAPL (A) or PPL (A) ;

2) the conduct of Skill Tests and Proficiency Checks for these licences ;

3) the training, testing and checking for the ratings or certificates attached to this licence.

FCL. 210. A PPL (A) — Experience Requirement's and Crediting

a) Applicants for a PPL (A) shall have completed *at least **45** hours of flight instruction* in Aeroplanes or TMGs, ***5*** *of which* may have been completed in an FSTD, including at least :

(1) ***25*** *hours* of dual flight instruction ; *and*

(2) ***10*** *hours* of supervised solo flight time, including at least ***5*** *hours of solo cross-country flight* time with *at least 1 cross-country flight* of at least 185 km (100 nm), during which full stop landings *at **2** (two) aerodromes* different from the aerodrome of departure shall be made.

b) *Specific requirements for applicants holding an LAPL (A).* Applicants for a PPL (A) holding an LAPL (A) shall have completed *at least **15** hours of flight time* on aeroplanes after the issue of the LAPL (A), of which *at least **10*** shall be flight instruction completed in a training course at an ATO. This training course shall include *at least **4** hours of supervised solo flight time*, including at *least **2** hours of solo cross-country flight time* with at least 1 cross-country flight of at least 270 km (150 nm), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made ;

c) Specific requirements for applicants holding an LAPL (S) with a TMG extension. Applicants for a PPL (A) holding an LAPL (S) with a TMG extension shall have completed :

(1) at least ***24*** *hours of flight time* on TMG after the endorsement of the TMG extension ; *and*

(2) ***15*** *hours of flight instruction in* aeroplanes in a training course at an ATO, including at least the requirements of (a) (2) ;

d) *Crediting.* Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with *10 % of their total flight time as PIC* on such aircraft up to a *maximum of **10** hours*. The amount of credit given shall in any case not include the requirements in (a) (2).

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Section 3. Specific Requirements for the PPL Helicopters — PPL (H)

FCL. 205. A PPL (H) — Privileges

(a) The privileges of the holder of a PPL (H) are to act without remuneration as PIC or co-pilot of helicopters engaged in non-commercial operations ;

(b) Notwithstanding the paragraph above, the holder of a PPL (H) with instructor or examiner privileges may receive remuneration for :

1) the provision of flight instruction for the LAPL (H) or the PPL (H) ;

2) the conduct of Skill Tests and Proficiency Checks for these licences ;

3) the training, testing and checking for the ratings and certificates attached to this licence.

FCL. 210. A PPL (H) — Experience Requirements and Crediting

(a) Applicants for a PPL (H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS, including at least :

(1) 25 hours of dual flight instruction ; *and*

(2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185 km (100 nm), with full stop landings at 2 aerodromes different from the aerodrome of departure ;

(3) 35 of the 45 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.

(b) Specific requirements for an applicant holding an LAPL (H). Applicants for a PPL (H) holding an LAPL (H) shall complete a training course at an ATO. This training course shall include at least 5 hours of dual flight instruction time and at least 1 supervised solo cross-country flight of at least 185 km (100 nm), with full stop landings at 2 aerodromes different from the aerodrome of departure ;

(c) Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 6 hours. The amount of credit given shall in any case not include the requirements in *(a) (2)*.

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Section 4. Specific Requirements for the PPL Airship's — PPL (As)

FCL. 205. As PPL (As) — Privileges

(a) The privileges of the holder of a PPL (As) are to act without remuneration as PIC or co-pilot on airships engaged in non-commercial operations ;

(b) Notwithstanding the paragraph above, the holder of a PPL (As) with instructor or examiner privileges may receive remuneration for :

1) the provision of flight instruction for the PPL (As) ;

2) the conduct of Skill Tests and Proficiency Checks for this licence ;

3) the training, testing and checking for the ratings or certificates attached to this licence.

FCL. 210. As PPL (As) — Experience Requirement's and Crediting

(a) Applicants for a PPL (As) shall have completed at least 35 hours of flight instruction in airships, 5 of which may have been completed in an FSTD, including at least :

(1) 25 hours of dual flight instruction, including :

(i) 3 hours of cross-country flight training, including 1 cross-country flight of at least 65 km (35 nm) ;

(ii) 3 hours of instrument instruction ;

(2) 8 take-offs and landings at an aerodrome, including masting and unmasting procedures ;

(3) 8 hours of supervised solo flight time.

(b) Applicants holding a BPL and qualified to fly hot-air airships shall be credited with 10 % of their total flight time as PIC on such airships up to a maximum of 5 hours.

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Section 5. Specific Requirements for the Sailplane Pilot Licence — (SPL)

FCL. 205. S SPL — Privileges and Conditions

a) The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in FCL. 135. S.

b) Holders of an SPL shall :

(1) carry passengers only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes ;

(2) be restricted to act without remuneration in non-commercial operations until they have :

(i) attained the age of 18 years ;

(ii) completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes ;

(iii) passed a proficiency check with an examiner.

c) Notwithstanding *(b)(2),* the holder of an SPL with instructor or examiner privileges may receive remuneration for :

- 1) the provision of flight instruction for the LAPL(S) or the SPL ;
- 2) the conduct of skill tests and proficiency checks for these licences ;
- 3) the training, testing and checking for the ratings and certificates attached to these licences.

FCL. 210. S SPL(S) — Experience Requirement's and Crediting

(a) Applicants for an SPL shall have completed at least 15 hours of flight instruction on sailplanes or powered sailplanes, including at least the requirements specified in FCL. 110. S.

(b) Applicants for an SPL holding an LAPL(S) shall be fully credited towards the requirements for the issue of an SPL. Applicants for an SPL who held an LAPL(S) within the period of 2 years before the application shall be fully credited towards the requirements of theoretical knowledge and flight instruction.

(c) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 7 hours. The amount of credit given shall in any case not include the requirements in of *FCL. 110. S (a) (2) to (a) (4).*

FCL. 220. S SPL (S) — Launch Methods

The privileges of the SPL shall be limited to the launch method included in the skill test. This limitation may be removed and the new privileges exercised when the pilot complies with the requirements *in FCL. 130. S.*

FCL. 230. S SPL (S) — Recency Requirements

Holders of an SPL shall only exercise the privileges of their licence when complying with the recency requirements in *FCL. 140. S.*

Section 6. Specific Requirements for the Balloon Pilot Licence — (BPL)

FCL. 205. B BPL — Privileges and Conditions

a) The privileges of the holder of a BPL are to act as PIC on balloons ;

b) Holders of a BPL shall be restricted to act without remuneration in non-commercial operations until they have :

(1) attained the age of 18 years ;

(2) completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons ;

(3) passed a proficiency check with an examiner on a balloon in the specific class.

c) Notwithstanding paragraph (b), the holder of a BPL with instructor or examiner privileges may receive remuneration for :

1) the provision of flight instruction for the LAPL (B) or the BPL ;

2) the conduct of skill tests and proficiency checks for these licences ;

3) the training, testing and checking for the ratings and certificates attached to these licences.

FCL. 210. B BPL — Experience Requirement's and Crediting

(a) Applicants for a BPL shall have completed on balloons in the same class and group at least 16 hours of flight instruction, including at least :

(1) 12 hours of dual flight instruction ;

(2) 10 inflations and 20 take-offs and landings ; *and*

(3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.

(b) Applicants for a BPL holding an LAPL (B) shall be fully credited towards the requirements for the issue of a BPL. Applicants for a BPL who held an LAPL (B) within the period of 2 years before the application shall be fully credited towards the requirements of theoretical knowledge and flight instruction.

0FCL. 220. B BPL — Extension of Privileges to Tethered Flights

The privileges of the BPL shall be limited to non-tethered flights. This limitation may be removed when the pilot complies with the requirements in *FCL. 130. B.*

FCL. 225. B BPL — Extension of Privileges to another Balloon Class or Group

The privileges of the BPL shall be limited to the class and group of balloons in which the Skill Test was taken. This limitation may be removed when the pilot has :

(a) in the case of an extension to another class within the same group, complied with the requirements in *FCL. 135. B ;*

(b) in the case of an extension to another group within the same class of balloons, completed at least :

(1) 2 instruction flights on a balloon of the relevant group ; *and*

(2) the following hours of flight time as PIC on balloons :

(i) for balloons with an envelope capacity between 3 401 m3 and 6 000 m3, at least 100 hours ;

(ii) for balloons with an envelope capacity between 6 001 m^3 and 10 500 m^3, at least 200 hours ;

(iii) for balloons with an envelope capacity of more than 10 500 m^3, at least 300 hours ;

(iv) for gas balloons with an envelope capacity of more than 1 260 m^3, at least 50 hours.

FCL. 230. B BPL — Recency Requirement's

a) Holders of a BPL shall only exercise the privileges of their licence when they have completed in one class of balloons *in the last **24** months* at least :

(1) **6** hours of flight time as PIC, including **10** take-offs and landings ; *and*

(2) **1** training flight with an Instructor in a balloon within the appropriate class ;

(3) in addition, in the case of pilots qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed *at least **3** hours* of flight time on that class *within the last **24** months,* including **3** take-offs and landings.

b) Holders of a BPL shall only operate a balloon of the same a group of the balloon in which the training flight is completed or a balloon of a group with a smaller envelope size ;

c) Holders of a BPL who do not comply with the requirements in *(a)* shall, before they resume the exercise of their privileges :

1) pass a Proficiency Check with an Examiner in a balloon within the appropriate class ; *or*

2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an Instructor, in order to fulfill the requirements in *(a).*

d) In the case of (c)(1) the holder of the BPL shall only operate a balloon of the same group of the balloon in which the Proficiency Check is completed or a balloon of a group with a smaller envelope size.

SUBPART D

COMMERCIAL PILOT LICENCE — CPL

Section 1. Common Requirements

FCL. 300 CPL — Minimum Age

An applicant for a CPL shall be *at least **18** years of age.*

FCL. 305 CPL — Privileges and Conditions

a) *Privileges*. The privileges of the holder of a CPL are, within the appropriate aircraft category, to :

(1) exercise all the privileges of the holder of an LAPL and a PPL ;

(2) act as PIC or co-pilot of any aircraft engaged in operations other than commercial air transport ;

(3) act as PIC in commercial air transport of any single-pilot aircraft subject to the restrictions specified in *FCL. 060* and in this *Subpart* ;

(4) act as co-pilot in commercial air transport subject to the restrictions specified in *FCL. 060*.

b) *Conditions*. An applicant for the issue of a CPL shall have fulfilled the requirements for the class or Type Rating of the aircraft used in the Skill Test.

FCL. 310 CPL — Theoretical Knowledge Examinations

An applicant for a CPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects :

— Air Law ,
— Aircraft General Knowledge ,
— Airframe / Systems / Power-plant ,
— Aircraft General Knowledge ,
— Instrumentation ,
— Mass and Balance ,
— Performance ,
— Flight Planning and Monitoring ,
— Human Performance ,
— Meteorology ,
— General Navigation ,
— Radio Navigation ,
— Operational Procedures ,
— Principles of Flight ,
— Visual Flight Rules (VFR) ,
— Communications.

FCL. 315 CPL — Training Course

An applicant for a CPL shall have completed theoretical knowledge instruction and flight instruction at an authorized by GDCA of RA Training Centre or / and ATO, in accordance with *Appendix 3* to this Part.

FCL. 320 CPL — Skill Test

An applicant for a CPL shall pass a Skill Test in accordance with *Appendix IV* to this Part to demonstrate the ability to perform, as PIC of the appropriate aircraft category, the relevant procedures and maneuvers with the competency appropriate to the privileges granted.

Section 2. Specific Requirements for the Aeroplane Category — CPL (A)

FCL. 315. A CPL (A) — Training Course

Theoretical knowledge and flight instruction for the issue of a CPL (A) shall include Upset Prevention and Recovery Training.

FCL. 325. A CPL (A) — Specific Conditions for MPL Holders

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

a) ***70*** *hours* of flight time :

1) as PIC ; *or*

2) made up of *at least* ***10*** *hours* as PIC and the additional flight time as PIC under supervision (PICUS).

Of these ***70*** *hours,* ***20*** *shall be of VFR cross-country flight time as PIC*, or cross-country flight time made up of *at least* ***10*** *hours as PIC and* ***10*** *hours as PICUS*. This shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as PIC ;

b) the elements of the CPL (A) modular course as specified in paragraphs *10 (a)* and *11* of *Appendix III*, *E* to this *Part* ; *and*

c) the CPL (A) Skill Test, in accordance with *FCL. 320.*

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SUBPART E

MULTI - CREW PILOT LICENCE — MPL

FCL. 400. A MPL — Minimum Age

An applicant for an MPL shall be *at least **18** years of age.*

FCL. 405. A MPL — Privileges

a) The privileges of the holder of an MPL are to act as co-pilot in an aeroplane required to be operated with a co-pilot ;

b) The holder of an MPL may obtain the extra privileges of :

1) the holder of a PPL (A), provided that the requirements for the PPL (A) specified in Subpart C are met ;

2) a CPL (A), provided that the requirements specified in *FCL. 325. A* are met.

c) The holder of an MPL shall have the privileges of his / her IR (A) limited to aeroplanes required to be operated with a co-pilot. The privileges of the IR (A) may be extended to single-pilot operations in aeroplanes, provided that the licence holder has completed the training necessary to act as PIC in single-pilot operations exercised solely by reference to instruments and passed the Skill Test of the IR (A) as a single-pilot.

FCL. 410. A MPL — Training Course and Theoretical Knowledge Examinations

a) *Course*. An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an authorized by GDCA of RA Training Centre or / and ATO in accordance with *Appendix 5* to this *Part*. Theoretical knowledge and flight instruction for the issue of an MPL shall include Upset Prevention and Recovery Training ;

b) *Examination*. An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL (A), in accordance with *FCL. 515*, and of a Multi-pilot Type Rating.

FCL. 415. A MPL — Practical Skill

a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in *Appendix 5* to this *Part*, as pilot flying *(PF)* and pilot not flying *(PNF)*, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR ;

b) On completion of the training course, the applicant shall pass a Skill Test in accordance with *Appendix 9* to this *Part,* to demonstrate the ability to perform the relevant procedures and maneuvers with the competency appropriate to the privileges granted. The Skill Test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course or in an FFS representing the same type.

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SUBPART F

AIRLINE TRANSPORT PILOT LICENCE — ATPL

Section 1. Common Requirements

FCL. 500 ATPL — Minimum Age

Applicants for an ATPL shall be *at least **21** years* of age.

FCL. 505 ATPL — Privileges

a) The privileges of the holder of an ATPL are, within the appropriate aircraft category, to :

1) exercise all the privileges of the holder of an LAPL, a PPL and a CPL ;

2) act as PIC of aircraft engaged in commercial air transport.

b) Applicants for the issue of an ATPL shall have fulfilled the requirements for the Type Rating of the aircraft used in the Skill Test.

FCL. 515 ATPL — Training Course and Theoretical Knowledge Examinations

a) Course. Applicants for an ATPL shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with *Appendix **3*** to this *Part.*

b) Examination. Applicants for an ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects :

— Air Law ,
— Aircraft General Knowledge ,
— Airframe / Systems / Power plant ,
— 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.

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Section 2. Specific Requirements for the Aeroplane Category — ATPL (A)

FCL. 505 A. ATPL (A) — Restriction of Privileges for Pilots Previously Holding an MPL

When the holder of an ATPL (A) has previously held only an MPL, the privileges of the licence shall be restricted to multi - pilot operations, unless the holder has complied with *FCL. 405. A (b) (2)* and *(c)* for single-pilot operations.

FCL. 510. A. ATPL (A) — Prerequisites, Experience and Crediting

a) Prerequisites. Applicants for an ATPL (A) shall hold :

1) an MPL ; *or*

2) a CPL (A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC.

b) Experience. Applicants for an ATPL (A) shall have completed *a minimum of* ***1 500*** *hours* of flight time in aeroplanes, including at least :

1) ***500*** *hours in multi-pilot operations* on aeroplanes ;

2)

(i) ***500*** *hours as* PIC under supervision ; *or*

(ii) ***250*** *hours as* PIC ; *or*

(iii) ***250*** *hours, including at least* ***70*** *hours as PIC*, and the remaining as PIC under supervision;

3) ***200*** *hours of cross-country flight time* of which *at least* ***100*** *hours* shall be as PIC or as PIC under supervision ;

4) ***75*** *hours of instrument time* of which *not more than* ***30*** *hours* may be instrument ground time ; *and*

5) ***100*** *hours of night flight* as PIC or co-pilot.

Of the *1 500 hours* of flight time, *up to 100 hours* of flight time may have been completed in an FFS and FNPT.

Of these *100 hours, only a maximum of 25 hours* may be completed in an FNPT.

c) Crediting.

1) holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of :

(i) for TMG or sailplanes, 30 hours flown as PIC ;

(ii) for helicopters, 50 % of all the flight time requirements of paragraph *(b)*.

2) holders of a flight engineer licence issued in accordance with applicable national rules shall be credited with **50** % of the flight engineer time *up to a maximum credit of* ***250*** *hours*. These ***250*** *hours* may be credited against the 1 500 hours requirement of paragraph *(b),* and the ***500*** *hours* requirement of paragraph *(b)(1),* provided that the total credit given against any of these paragraphs *does not exceed* ***250*** *hours*.

d) The experience required in *(b)* shall be completed before the Skill Test for the ATPL (A) is taken.

FCL. 520.A. ATPL (A) — Skill Test

Applicants for an ATPL (A) shall pass a Skill Test in accordance with *Appendix **9*** to this Part to demonstrate the ability to perform, as PIC of a Multi - pilot Aeroplane under IFR, the relevant procedures and maneuvers with the competency appropriate to the privileges granted. The Skill Test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.

Section 3. Specific Requirements for the Helicopter Category — ATPL (H)

FCL. 510. H. ATPL (H) — Prerequisites, Experience and Crediting

Applicants for an ATPL (H) shall :

a) hold a CPL (H) and a Multi-pilot Helicopter Type Rating and have received instruction in MCC ;

b) have completed as a pilot of helicopters a minimum of ***1 000*** *hours* of flight time including at least :

(1) ***350*** *hours* in Multi - pilot Helicopters ;

(2)

(i) ***250*** *hours* as PIC ; *or*

(ii) ***100*** *hours* as PIC and 150 hours as PIC under supervision ; *or*

(iii) ***250*** *hours* as PIC under supervision in multi-pilot helicopters. In this case, the ATPL (H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed ;

(3) ***200*** *hours* of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision ;

(4) ***30*** *hours* of Instrument time of which not more than 10 hours may be instrument ground time ; *and*

(5) ***100*** *hours* of night flight as PIC or as co-pilot.

Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.

c) Flight time in aeroplanes shall be credited up to 50 % against the flight time requirements of paragraph *(b)*.

(d) The experience required in *(b)* shall be completed before the Skill Test for the ATPL(H) is taken.

FCL. 520. H. ATPL (H) — Skill Test

Applicants for an ATPL (H) shall pass a Skill Test in accordance with *Appendix* ***9*** to this *Part* to demonstrate the ability to perform as PIC of a Multi-pilot Helicopter the relevant procedures and maneuvers with the competency appropriate to the privileges granted.

The Skill Test shall be taken in the helicopter or an adequately qualified FFS representing the same type.

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SUBPART G

INSTRUMENT RATING — IR

Section 1. Common Requirements

FCL. 600 IR — General

Except as provided in FCL.825, operations under IFR on an Aeroplane, Helicopter, Airship or Powered - lift Aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or when undergoing Skill Testing or Dual Instruction.

FCL. 605 IR — Privileges

a) ***The Privileges*** of a holder of an IR are to fly aircraft under IFR with a minimum Decision Height of ***200*** *feet (**60** m)* ;

b) In the case of a Multi - engine IR, these privileges may be extended to Decision Heights *lower than 200 feet (60 m)* when the applicant has undergone specific training at an ATO and *has passed* ***Section 6*** of the Skill Test *prescribed in Appendix **9*** to this *Part* in Multi-pilot Aircraft ;

c) Holders of an IR shall exercise their privileges in accordance with the conditions established in *Appendix **8*** to this Part ;

d) ***Helicopters only***. To exercise privileges as PIC under IFR in Multi - pilot Helicopters, the holder of an IR (H) *shall have at least **70** hours of Instrument Time* of which *up to **30** hours* may be *instrument ground time.*

FCL. 610 IR — Prerequisites and Crediting

Applicants for an IR shall :

a) *hold :*

1) at least a PPL in the appropriate aircraft category, and :

(i) the privileges to fly at night in accordance with FCL.810, if the IR privileges will be used at night ; *or*

(ii) an ATPL in another category of aircraft ; *or*

2) a CPL, in the appropriate aircraft category ;

b) Have completed *at least **50** hours* of cross-country flight time as PIC in aeroplanes, TMGs, helicopters or airships, of which *at least **10** hrs* or, in the case of airships, ***20*** *hours* shall be in the relevant aircraft category ;

c) ***Helicopters only.*** Applicants who have completed an ATPL (H) / IR, ATPL (H), CPL (H) /IR or CPL (H) Integrated Training Course shall be exempted from the requirement in *(b)*.

FCL. 615 IR — Theoretical Knowledge and Flight Instruction

a) ***Course.*** Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO.

The course shall be :

1) an integrated training course which includes training for the IR, in accordance with *Appendix 3* to this *Part* ; *or*

2) a modular course in accordance with *Appendix 6* to this *Part.*

b) ***Examination.*** Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects :

— Air Law ;
— Aircraft General Knowledge - *Instrumentation* ;
— Flight Planning and Monitoring ;
— Human Performance ;
— Meteorology ;
— Radio Navigation ;
— IFR Communications.

FCL. 620 IR — Skill Test

a) Applicants for an IR shall pass a Skill Test in accordance with *Appendix 7* to this *Part* to demonstrate the ability to perform the relevant procedures and maneuvers with a degree of competency appropriate to the privileges granted ;

b) For a *Multi - engine IR*, the Skill Test shall be taken in a Multi - engine Aircraft.

For a *Single - engine IR*, the Test shall be taken in a Single - engine Aircraft.

A Multi - engine centerline thrust aeroplane shall be considered a Single - engine Aeroplane for the purposes of this paragraph.

FCL. 625 IR — Validity, Revalidation and Renewal

a) ***Validity.*** An IR shall be valid for 1 year ;

b) ***Revalidation.***

1) An IR shall be revalidated within the ***3*** *months immediately preceding the expiry date* of the rating ;

2) Applicants who fail to pass the relevant section of an IR Proficiency Check before the expiry date of the IR shall not exercise the IR privileges until they have passed the Proficiency Check.

c) ***Renewal.*** If an IR has expired, in order to renew their privileges applicants shall :

1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the Skill Test in accordance with Appendix **9** to this Part ; *and*

2) complete a Proficiency Check in accordance with *Appendix 9* to this *Part*, in the relevant aircraft category.

d) If the IR *has not been revalidated or renewed within the preceding 7 years*, the holder will be required to pass again the IR Theoretical Knowledge Examination and Skill Test.

Section 2. Specific Requirements for the Aeroplane Category

FCL. 625. A IR (A) — Revalidation

a) Revalidation. Applicants for the revalidation of an IR (A) :

1) when combined with the revalidation of a Class or Type Rating, shall pass a Proficiency Check in accordance with *Appendix **9*** to this *Part* ;

2) when not combined with the revalidation of a Class or Type Rating, shall :

(i) for Single-pilot Aeroplanes, complete *Section **3b*** and those parts of *section **1*** relevant to the intended flight, of the Proficiency Check prescribed in *Appendix **9*** to this *Part* ; *and*

(ii) for Multi-engine Aeroplanes, complete *Section **6*** of the Proficiency Check for Single-pilot Aeroplanes in accordance with *Appendix **9*** to this *Part* by sole reference to instruments.

3) an FNPT II or an FFS representing the relevant Class or Type of Aeroplane may be used in the case of paragraph *(2),* but at least each alternate Proficiency Check for the revalidation of an IR (A) in these circumstances shall be performed in an aeroplane.

b) Cross-credit shall be given in accordance with *Appendix **8*** to this Part.

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Section 3. Specific Requirements for the Helicopter Category

FCL. 625. H IR (H) — Revalidation

a) Applicants for the revalidation of an IR (H) :

1) when combined with the revalidation of a Type Rating, shall complete a Proficiency Check in accordance with *Appendix **9*** to this Part, for the relevant type of Helicopter ;

2) when not combined with the revalidation of a Type Rating, shall complete only *Section **5*** and the relevant parts of *Section **1*** of the Proficiency Check established in *Appendix **9*** to this *Part* for the relevant type of helicopter. In this case, an FTD 2 / 3 or an FFS representing the relevant type of helicopter may be used, but at least each alternate Proficiency Check for the revalidation of an IR (H) in these circumstances shall be performed in a Helicopter.

b) Cross-credit shall be given in accordance with *Appendix **8*** to this *Part*.

FCL. 630. H IR (H) — Extension of Privileges from Single - engine to Multi - engine Helicopters

Holders of an IR (H) valid for Single-engine Helicopters wishing to extend for the first time the IR (H) to Multi - engine helicopters shall complete :

a) a training course at an ATO comprising at least ***5 hours*** Dual Instrument instruction time, of which ***3 hours*** may be in an FFS or FTD 2 / 3 or FNPT II / III ; *and*

b) *section **5*** of the Skill Test in accordance with *Appendix **9*** to this *Part* on Multi-engine Helicopters.

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Section 4. Specific Requirements for the Airship Category

FCL. 625. As. IR (As) — Revalidation

Applicants for the revalidation of an IR (As)

a) when combined with the revalidation of a Type Rating, shall complete a Proficiency Check in accordance with *Appendix **9*** to this *Part,* for the relevant Type of Airship ;

b) when not combined with the revalidation of a Type Rating, shall complete *Section **5*** and those parts of *Section **1*** relevant to the intended flight of the Proficiency Check for Airships in accordance with *Appendix **9*** of this part. In this case, an FTD 2 / 3 or FFS representing the relevant type may be used, but at least each alternate Proficiency Check for the revalidation of an IR (As) in these circumstances shall be performed in an Airship.

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SUBPART H

CLASS and TYPE RATINGS

Section 1. Common Requirements

FCL. 700 Circumstances in which Class or Type Ratings are Required

a) 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 ;

c) Multi - pilot Aeroplanes.

The Training Course for the issue of a Multi - pilot Aeroplane Type Rating shall include theoretical knowledge and flight instruction in Upset Prevention and Recovery.

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*

— refresher training flight of *at least* ***1*** *hour* of total flight time with a Flight Instructor (FI) or a Class Rating Instructor (CRI).

Applicants *shall be exempted* from this Refresher Training if they have passed a Class or Type Rating Proficiency Check, Skill Test or Assessment of competence 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, or a combination thereof, and achieve revalidation of both ratings ;

3) Single - pilot Single - engine Turbo - prop aeroplanes.

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

4) When applicants hold both a Single - engine Piston Aeroplane - land Class Rating and a Single - engine Piston Aeroplane - sea Class Rating, they may complete the requirements of *(1)(ii)* in either Class or a combination thereof, and achieve the fulfillment of these requirements for both Ratings. At *least* ***1*** *hour* of required PIC time and **6** of the required ***12*** *take-offs and landings* shall be completed in each Class.

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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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. The training flight completed in a Multi - engine Aeroplane shall also fulfil the training flight requirement for 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).*

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SUBPART J

INSTRUCTORS

*SECTION **1. Common Requirements***

FCL. 900 Instructor Certificates

a) General. A person shall only carry out :

1) flight instruction in aircraft when he / she holds :

(i) a pilot licence issued or accepted in accordance with this Regulation ;

(ii) an instructor certificate appropriate to the instruction given, issued in accordance with this *Subpart* ;

2) *Synthetic Flight Instruction* or *MCC instruction* when he / she holds an instructor certificate appropriate to the instruction given, issued in accordance with this *Subpart.*

b) Special Conditions :

1) In the case of introduction *of new aircraft* in the State of Armenia or in an Operator's fleet, when compliance with the requirements established in *this Subpart* is not possible, the GDCA of RA may issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall *not, in any case, exceed **1** year* ;

2) Holders of a certificate issued in accordance with *(b)(1)* who wish to apply for the issue of an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor.
Notwithstanding *FCL .905. TRI (b)*, a TRI Certificate issued in accordance with this (sub)paragraph will include the privilege to instruct for the issue of a TRI or SFI certificate for the relevant type.

c) Instruction outside the territory of the State of Armenia :

1) Notwithstanding *paragraph (a),* in the case of flight instruction provided in an ATO located outside the territory of the Republic of Armenia, the GDCA may issue an instructor certificate to an applicant holding a pilot licence issued by a third country in accordance with *Annex 1 to the Chicago Convention*, provided that the applicant :

(i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorized to instruct and in any case at least a CPL ;

(ii) complies with the requirements established in this *Subpart* for the issue of the relevant instructor certificate ;

(iii) demonstrates to the GDCA an adequate level of knowledge of Armenian Aviation Safety rules to be able to exercise instructional privileges in accordance with this *Part.*

2) The certificate shall be limited to providing flight instruction :

(i) in ATOs located outside the territory of the State ;

(ii) to student pilots who have sufficient knowledge of the language in which flight instruction is given.

FCL. 915 General Prerequisites and Requirements for Instructors

a) ***General.*** An applicant for an *Instructor Certificate* shall be *at least* ***18*** *years* of age ;

b) ***Additional Requirements for Instructors Providing Flight Instruction in Aircraft***.

An applicant for or the holder of an instructor certificate with privileges to *conduct flight instruction in an aircraft shall :*

1) hold at least the licence and, where relevant, the Rating for which flight instruction is to be given ;

2) *except* in the case of the *Flight Test Instructor*, have :

(i) completed *at least* ***15*** *hours of flight* as a pilot on the class or type of aircraft on which flight instruction is to be given, of which *a maximum of 7 hours may be in an FSTD* representing the class or type of aircraft, if applicable ; *or*

(ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft ;

3) be entitled to act as PIC on the aircraft during such flight instruction.

c) Credit towards further ratings and for the purpose of revalidation :

1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held ;

2) Hours flown as an examiner during Skill Tests or Proficiency Checks shall be credited in full towards revalidation requirements for all instructor certificates held.

d) Credit for extension to further types shall take into account the relevant elements as defined in the operational suitability data in accordance with Part - 21.

FCL. 920 Instructor Competencies and Assessment

All instructor's shall be trained to achieve the following competences :

— Prepare resources ;

— Create a climate conducive to learning ;

— Present knowledge ;

— Integrate Threat and Error Management (TEM) and Crew Resource Management ;

— Manage time to achieve training objectives ;

— Facilitate learning ;

— Assess trainee performance ;

— Monitor and review progress ;

— Evaluate training sessions ;

— Report outcome.

FCL. 925 Additional Requirements for Instructors for the MPL

***a) Instructors Conducting Training for the MPL shall* :**

1) have successfully completed an MPL *Instructor Training Course* at an ATO ; *and*

2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course :

(i) be experienced in Multi-pilot Operations ; *and*

(ii) have completed *initial Crew Resource Management Training* with a Commercial Air Transport operator approved in accordance with the applicable air operations requirements.

b) MPL Instructors Training Course.

1) The MPL instructor training course shall comprise *at least* ***14*** *hours* of training. Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training ;

2) The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted *by an Examiner* qualified in accordance with *Subpart K* ;

3) Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant.

c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course :

1) ***1*** *simulator* session of at least 3 hours ; *or*

2) ***1*** *air exercise* of *at least 1 hour* comprising *at least* ***2*** Take-off's and landings.

d) If the instructor has not fulfilled the requirements of *(c),* before exercising the privileges to conduct flight instruction for the MPL he / she shall :

1) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies ; *and*

2) pass the assessment of instructor competencies as set out in *(b) (2)*.

FCL. 930 Training Course

Applicants for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO. In addition to the specific elements prescribed in this *Part* for each category of instructor, the course shall contain the elements required in *FCL. 920*.

FCL. 935 Assessment of Competence

a) Except for the Multi-Crew Cooperation Instructor *(MCCI),* the Synthetic Training Instructor *(STI)*, the Mountain Rating Instructor *(MI)* and the Flight Test Instructor *(FTI),* an applicant for an Instructor Certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an Examiner qualified in accordance with *Subpart K* the ability to instruct a student pilot to the level required for the issue of the relevant licence, Rating or Certificate.

b) This assessment shall include :

1) the demonstration of the competencies described in *FCL. 920*, during pre-flight, post-flight and theoretical knowledge instruction ;

2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD ;

3) exercises adequate to evaluate the Instructor's competencies.

c) The assessment shall be performed on the same Class or Type of aircraft or FSTD used for the flight instruction ;

d) When an assessment of competence is required for revalidation of an Instructor Certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an Instructor Certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

FCL. 940 Validity of Instructor Certificates

With the *exception* of the *MI,* and without prejudice to *FCL. 900 (b) (1), Instructor Certificates shall be valid for a period of* ***3*** *years.*

FCL. 945 Obligations for Instructors

Upon completion of the training flight for the Revalidation of an SEP or TMG Class Rating in accordance with *FCL. 740. A (b)(1)* and only in the event of fulfillment of all the other revalidation criteria required by *FCL. 740. A (b)(1)* the Instructor shall endorse the applicant's licence with the new expiry date of the Rating or Certificate, if specifically authorized for that purpose by the GDCA of RA responsible for the applicant's licence.

SECTION ***2. Specific Requirements for the Flight Instructor — FI***

FCL. 905. FI FI — Privileges and Conditions

The privileges of an FI are to conduct flight instruction for the Issue, Revalidation or Renewal of:

a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category ;

b) *Class* and *Type Ratings* for Single-pilot, Single-engine A ircraft, except for Single-pilot high performance complex Aeroplanes ;

- *Class* and *Group extensions* for Balloons and *Class extensions* for Sailplanes ;

c) *Type Ratings* for Single or Multi-pilot Airship ;

d) a CPL in the appropriate aircraft category, provided that the FI *has completed at least* ***500*** *hours of flight time* as a pilot on that aircraft category, including *at least* ***200*** *hours of flight instruction ;*

e) the *Night Rating*, provided that the FI :

1) is qualified to fly at night in the appropriate aircraft category ;

2) has demonstrated the ability to instruct at night to an FI qualified in accordance with *(i)* below ; *and*

3) complies with the night experience requirement of *FCL. 060 (b)(2)* ;

f) a *Towing, Aerobatic* or, in the case of an FI (S), a *Cloud Flying Rating*, provided that such privileges are held and the FI has demonstrated the ability to instruct for that Rating to an FI qualified in accordance with point *(i)* ;

g) an *EIR* or an *IR* in the appropriate aircraft category, provided that the FI has :

1) at least ***200*** *hours of flight time under IFR,* of which *up to* ***50*** *hours may be instrument ground time* in an FFS, an FTD 2 / 3 or FNPT II ;

2) completed as a student pilot the IRI training course and has passed an assessment of competence for the IRI certificate ; *and*

3) in addition :

(i) for Multi-engine Aeroplanes, met the requirements for CRI for multi-engine aeroplanes ;

(ii) for Multi-engine Helicopters, met the requirements for the issue of a TRI certificate ;

h) Single-pilot Multi-engine *Class* or *Type Ratings*, except for Single-pilot high performance complex Aeroplanes, provided that the FI meets :

1) in the case of ***Aeroplanes,*** the prerequisites for the CRI Training Course established in *FCL. 915. CRI (a)* and the requirements of *FCL. 930. CRI* and *FCL. 935* ;

2) in the case of *Helicopters,* the requirements established in *FCL. 910. TRI (c) (1)* and the prerequisites for the TRI (H) training course established in *FCL. 915. TRI (d) (2)* ;

i) an FI, IRI, CRI, STI or MI certificate provided that the FI has :

1) completed at least :

(i) in the case of an FI (S), at least 50 hours or 150 launches of flight instruction on sailplanes ;

(ii) in the case of an FI (B), at least 50 hours or 50 Take-offs of flight instruction on balloons ;

(iii) in ***all*** *other cases,* ***500*** *hours of flight instruction* in the appropriate aircraft category ;

2) passed an assessment of competence in accordance with FCL. 935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate ;

j) an MPL, provided that the FI :

1) for the core flying phase of the training, *has completed at least* ***500*** *hours of flight time* as a pilot on aeroplanes, including *at least* ***200*** *hours* of flight instruction ;

2) for the basic phase of the training :

(i) holds a multi-engine aeroplane IR and the privilege to instruct for an IR ;

(ii) *has at least* ***1 500*** *hours* of flight time in multi-crew operations ;

3) in the case of an FI already qualified to instruct on ATP (A) or CPL (A) / IR integrated courses, the requirement of *(2)(ii)* may be replaced by the completion of a structured course of training consisting of :

(i) MCC qualification ;

(ii) observing 5 sessions of flight instruction in Phase 3 of an MPL course ;

(iii) observing 5 sessions of flight instruction in Phase 4 of an MPL course ;

(iv) observing 5 operator Recurrent Line Oriented Flight Training sessions ;

(v) the content of the MCCI instructor course.

In this case, the FI shall conduct its first 5 instructor sessions under the supervision of a TRI (A), MCCI (A) or SFI (A) qualified for MPL flight instruction.

FCL. 910. FI FI — Restricted Privileges

a) An FI shall have his / her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases :

1) for the issue of the PPL, SPL, BPL and LAPL ;

2) in all integrated courses at PPL level, in case of aeroplanes and helicopters ;

3) for *Class* and *Type Ratings* for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes, class and group extensions in the case of balloons and class extensions in the case of sailplanes ;

4) for the night, towing or aerobatic ratings.

b) While conducting training under supervision, in accordance with *(a)*, the FI shall not have the privilege to authorize student pilots to conduct first solo flights and first solo cross-country flights.

c) The limitations in *(a)* and *(b)* shall be removed from the FI certificate when the FI has completed at least :

1) for the FI (A), *100 hours of flight instruction in aeroplanes or TMGs* and, in addition has supervised at least 25 student solo flights ;

2) for the FI (H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises ;

3) for the FI (As), FI (S) and FI (B), 15 hours or 50 Take-offs of flight instruction covering the full training syllabus for the issue of a PPL (As), SPL or BPL in the appropriate aircraft category.

FCL. 915. FI FI — Prerequisites

An applicant for an FI certificate shall :

a) in the case of the FI (A) and FI (H) :

1) completed *at least **300** hours of flight time on aeroplanes or TMGs*, of which ***150** hours* as PIC ;

2) have received *at least **10** hours of Instrument Flight Instruction* on the appropriate aircraft category, of which *not more than **5** hours* may be instrument ground time in an FSTD;

3) have completed ***50** hours of VFR cross-country flight* on the appropriate aircraft category as PIC ; *and*

(b) additionally, for the FI (A) :

1) hold at least a CPL (A) ; or

2) hold at least a PPL (A) and have :

(i) met the requirements for CPL theoretical knowledge, except for an FI (A) providing training for the LAPL (A) only ; *and*

(ii) completed *at least **200** hours of flight time on aeroplanes or TMGs*, of which ***150** hours* as PIC ;

3) have completed at least ***30** hours* on single-engine piston powered aeroplanes of which at least *5 hours* shall have been completed during the 6 months preceding the pre-entry flight test set out in FCL. 930. FI (a) ;

4) have completed a VFR cross-country flight as PIC, including a flight of at least 270 km (150 nm) in the course of which full stop landings at 2 different aerodromes shall be made.

c) additionally, for the FI (H), have completed 250 hours total flight time as pilot on helicopters of which :

1) at least 100 hours shall be as PIC, if the applicant holds at least a CPL (H) ; *or*

2) at least 200 hours as PIC, if the applicant holds at least a PPL (H) and has met the requirements for CPL theoretical knowledge ;

(d) for an FI (As), have completed *500 hours* of flight time on airships as PIC, of which *400 hours* shall be as PIC holding a CPL (As) ;

(e) e) For an FI (S), *have completed **100** hours* of flight time and ***200** launches as PIC* on sailplanes. Additionally, where the applicant wishes to give flight instruction on TMGs, he / she *shall have completed **30** hours* of flight time as PIC on TMGs and an additional assessment of competence on a TMG in accordance with FCL. 935 with an FI qualified in accordance with *FCL. 905. FI (i)* ;

(f) for an FI (B), have completed 75 hours of balloon flight time as PIC, of which at least 15 hours have to be in the class for which flight instruction will be given.

FCL. 930. FI FI — Training Course

a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with *FCL. 905. FI (i)* within the *6 months preceding* the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the Proficiency Check for Class and Type Ratings as set out in *Appendix **9*** to this *Part* ;

b) The FI training course shall include :

1) **25** hours of teaching and learning ;

2)

(i) in the case of an FI (A), (H) and (As), *at least **100** hours of theoretical knowledge* instruction, including progress tests ;

(ii) in the case of an FI (B) or FI (S), *at least **30** hours of theoretical knowledge instruction*, including progress tests ;

3)

(i) in the case of an FI (A) and (H), *at least **30** hours of flight instruction*, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2 / 3 ;

(ii) in the case of an FI (As), *at least **20** hours of flight instruction*, of *which 15 hour*s shall be dual flight instruction ;

(iii) in the case of an FI (S), *at least **6** hours or 20 take-offs* of flight instruction ;

(iv) in the case of an FI (S) providing training on TMGs, *at least **6** hours of dual flight* instruction on TMGs ;

(v) in the case of an FI (B), *at least **3** hours* of flight instruction, *including **3** take-offs*.

4) when applying for an FI Certificate in another category of aircraft, pilots holding or having held an FI(A), (H) or (As) *shall be credited with **55** hours* towards the requirement in point *(b)(2)(i)* or *with **18** hours* towards the requirements in point *(b)(2)(ii)*.

FCL. 940. FI FI — Revalidation and Renewal

a) For ***Revalidation*** of an FI certificate *(valid for a period of **3** years)* the holder *shall fulfill 2 of the following 3 requirements* :

1) complete :

(i) in the case of an **FI (A)** *and* **(H),** *at least **50** hours of flight instruction* in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, ***10** of these hours shall be* flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate ;

(ii) in the case of an FI (As), *at least **20** hours of flight instruction in airships* as FI, IRI or as examiner during the period of validity of the certificate. If the privileges to instruct for the IR are to be revalidated, ***10** of these hours shall be* flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate ;

(iii) in the case of an FI (S), *at least **30** hours or 60 take-offs of flight instruction* in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate ;

(iv) in the case of an FI (B), at least 6 hours of flight instruction in balloons as, FI or as examiner during the period of validity of the certificate ;

2) attend an instructor refresher seminar, within the validity period of the FI certificate ;

3) pass an assessment of competence in accordance with FCL. 935, within the 12 months preceding the expiry date of the FI certificate.

b) For the at least each alternate subsequent revalidation in the case of FI (A) or FI (H), or each third revalidation, in the case of FI (As), (S) and (B), the holder shall have to pass an assessment of competence in accordance with *FCL. 935* ;

c) Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal :

1) attend an instructor refresher seminar ;

2) pass an assessment of competence in accordance with *FCL. 935.*

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SECTION ***3. Specific Requirements for the Type Rating Instructor — TRI***

FCL. 905. TRI TRI — Privileges and Conditions

The privileges of a TRI are to instruct for :

a) the Revalidation and Renewal of EIR or an IRs, provided the TRI holds a valid IR ;

b) the issue of a TRI or SFI Certificate, provided that the *holder has **3** years of experience* as a TRI ; *and*

c) in the case of the TRI for Single - pilot Aeroplanes :

1) The Issue, Revalidation and Renewal of Type Ratings for Single-pilot high performance complex Aeroplanes when the applicant seeks privileges to operate in Single-pilot operations. The privileges of the TRI (SPA) may be extended to flight instruction for Single-pilot high performance complex Aeroplanes Type Ratings in Multi-pilot operations, provided that the TRI :

(i) holds an MCCI Certificate ; *or*

(ii) holds or has held a TRI Certificate for Multi - pilot Aeroplanes ;

2) the MPL Course on the basic phase, provided that he / she has the privileges extended to Multi-pilot operations and holds or has held an FI (A) or an IRI (A) certificate ;

d) in the case of the ***TRI for Multi - pilot Aeroplanes*** :

1) the Issue, Revalidation and Renewal of Type Ratings for :

(i) Multi - pilot Aeroplanes ;

(ii) Single - pilot high performance complex Aeroplanes when the applicant seeks privileges to operate in Multi - pilot operations ;

2) MCC Training ;

3) the MPL Course on the basic, intermediate and advanced phases, provided that, for the basic phase, they hold or have held an FI (A) or IRI (A) Certificate ;

e) in the case of the ***TRI for Helicopters*** :

1) the Issue, Revalidation and Renewal of Helicopter Type Ratings ;

2) MCC Training, provided he / she holds a Multi - pilot Helicopter Type Rating ;

3) the extension of the Single - engine IR (H) to Multi - engine IR (H) ;

f) in the case of the TRI for *Powered - lift Aircraft :*

1) the Issue, Revalidation and Renewal of powered - lift Type Ratings ;

2) MCC Training.

FCL. 910. TRI TRI — Restricted Privileges

a) ***General.*** If the TRI Training is carried out in an FFS only, the privileges of the TRI shall be restricted to training in the FFS. In this case, the TRI may conduct Line Flying Under Supervision, provided that the TRI Training Course has included additional training for this purpose ;

b) TRI for ***Aeroplanes*** and for *Powered - lift Aircraft* — TRI (A) and TRI (PL).

The privileges of a TRI are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence was taken. Unless otherwise determined by in the operational suitability data established in accordance with Part – 21, the privileges of the TRI shall be extended to further types when the TRI has :

(1) completed *within the* ***12*** *months preceding* the application, *at least* ***15*** *route sectors*, including take-offs and landings on the applicable aircraft type, of *which 7 sectors may be completed* in an FFS ;

(2) completed the Technical Training and Flight Instruction Parts of the relevant TRI Course ;

(3) passed the relevant sections of the Assessment of Competence *in accordance with FCL. 935* in order to demonstrate to an FIE or a TRE qualified in accordance with *Subpart K* his / her ability to instruct a pilot to the level required for the issue of a Type Rating, including pre-flight, post-flight and theoretical knowledge instruction.

c) TRI for *Helicopters* — TRI (H).

(1) The privileges of a TRI (H) are restricted to the type of Helicopter in which the Skill Test for the issue of the TRI Certificate was taken. Unless otherwise determined by in the operational suitability data established in accordance with Part - 21, the privileges of the TRI (H) shall be extended to further types when the TRI has :

(i) completed the appropriate type technical part of the TRI course on the applicable type of Helicopter or an FSTD representing that type ;

(ii) conducted at least ***2*** *hours* of flight instruction on the applicable type, under the supervision of an adequately qualified TRI (H) ; *and*

(iii) passed the relevant sections of the assessment of competence in accordance *with FCL. 935* in order to demonstrate to an FIE or TRE qualified in accordance with *Subpart K* his / her ability to instruct a pilot to the level required for the issue of a Type Rating, including pre-flight, post-flight and theoretical knowledge instruction.

(2) Before the privileges of a TRI (H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.

d) Notwithstanding the paragraphs above, holders of a TRI Certificate who have been issued with a Type Rating in accordance with *FCL.725 (e)* shall be entitled to have their TRI privileges extended to that new type of aircraft.

FCL. 915. TRI TRI — Prerequisites

An applicant for a TRI certificate shall :

a) hold a CPL, MPL or ATPL (Pilot Licence) on the applicable aircraft category ;

b) for a TRI (MPA) Certificate :

1) have completed ***3000*** *hrs flight time* as a pilot on Multi - pilot Aeroplanes ; *and*

2) have completed ***1500*** *hrs flight time* as a Pilot-in-Command on Multi-pilot Aeroplanes ;

3) have completed ***500*** *hrs flight time* as a Pilot-in-Command on the applicable (current) type of Aeroplanes ;

4) have completed, *within the 12 months* preceding the date of application, ***30*** *route sectors,* including Take-offs and Landings, as PIC on the applicable aeroplane type, of which ***15*** *sectors may be* completed in an FFS representing that type ;

c) for a TRI (SPA) Certificate :

1) have completed, within the 12 months preceding the date of application, ***30*** *route sectors*, including take-offs and landings, as PIC on the applicable aeroplane type, of *which 15 sectors* may be completed in an FFS representing that type ; *and*

2)

(i) have competed at least 800 hours flight time as pilot on aeroplanes, including 150 hours as PIC on the applicable type of aeroplane ; *or*

(ii) hold or have held an FI certificate for Multi-engine Aeroplanes with IR (A) privileges ;

d) for TRI (H) :

1) for a TRI (H) Certificate for Single-pilot Single-engine Helicopters, have *completed* ***500*** *hours* as a pilot on helicopters ;

2) for a TRI (H) Hertificate for Single-pilot Multi-engine Helicopters, have *completed* ***1000*** *hours as* pilot of Helicopters, including ***300*** *hours as PIC* on Single-pilot Multi-engine Helicopters ;

3) for a TRI (H) Certificate for Multi-pilot Helicopters, have *completed* ***1500*** *hours of flight time* as a pilot on helicopters, including :

(i) *500 hours as* a pilot on Multi-pilot Helicopters

(ii) *250 hours as* a Pilot-in-Command on Multi-pilot Helicopters ; *or*

(iii) for applicants already holding a TRI (H) Certificate for Single-pilot Multi-engine Helicopters, *150 hours as pilot* of that type in Multi-pilot operations.

4) Holders of an FI (H) Certificate shall be fully credited towards the requirements of *(1)* and *(2)* in the relevant Single - pilot Helicopter ;

e) for TRI (PL) :

1) have *completed* ***1500*** *hours flight time* as a pilot on multi-pilot aeroplanes, powered-lift, or multi-pilot helicopters ; *and*

2) have completed, *within the* ***12*** *months preceding the application,* ***30*** *route sectors*, including take-offs and landings, as PIC on the applicable powered-lift type, of *which 15 sectors may be* completed in an FFS representing that type.

FCL. 930. TRI TRI — Training Course

a) The TRI *Training Course* shall include, at least :

1) ***25*** *hours* of teaching and learning ;

2) ***10*** *hours* of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom / simulator instructional skills ;

3) ***5*** *hours* of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft ;

4) ***10*** *hours* of flight instruction on the appropriate *multi-pilot aircraft* or a simulator representing that aircraft.

b) Applicants holding or having held an Instructor Certificate shall be fully credited towards the requirement of *(a)(1) ;*

c) An applicant for a TRI Certificate who holds an SFI Certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI Certificate restricted to flight instruction in simulators.

FCL. 935. TRI TRI — Assessment of Competence

If the TRI assessment of competence is conducted in an FFS, the TRI Certificate shall be restricted to flight instruction in FFSs. The restriction shall be lifted when the TRI has passed the assessment of competence on an aircraft.

FCL. 940. TRI TRI — Revalidation and Renewal

a) Revalidation *(valid for a period of* ***3*** *years)*

1) *Aeroplanes.* For Revalidation of a TRI (A) Certificate, the applicant shall, within the l*ast* ***12*** *months preceding the expiry date of the Certificate*, fulfill ***one*** of the following **3** requirements :

(i) conduct one of the following parts of a complete Type Rating Training course :
- simulator session of *at least 3 hours* or one air exercise of *at least 1 hour* comprising a minimum of 2 take-offs and landings ;

(ii) receive Instructor Refresher Training as a TRI at an ATO ;

(iii) pass the assessment of competence in accordance with *FCL. 935*

2) *Helicopters* and *Powered Lift*. For Revalidation of a TRI (H) or TRI (PL) Certificate, the applicant shall, within the validity period of the TRI certificate, fulfill ***2*** of *the following 3* requirements :

(i) complete *50 hours* of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which *at least 15 hours shall be within the 12 months preceding the expiry date* of the TRI Certificate.

In the case of TRI (PL), these hours of flight instruction shall be flown as a TRI or Type Rating Examiner (TRE), or SFI or Synthetic Flight Examiner (SFE).
In the case of TRI (H), time flown as FI, Instrument Rating Instructor (IRI), Synthetic Training Instructor (STI) or as any kind of Examiner shall also be relevant for this purpose ;

(ii) receive Instructor Refresher Training as a TRI at an ATO ;

(iii) pass the assessment of competence in accordance with *FCL. 935.*

3) For at least each alternate revalidation of a TRI Certificate, the holder shall have to pass the assessment of competence in accordance *with FCL. 935.*

4) If a person holds a TRI Certificate on *more than **one** type of Aircraft* within the same category, the assessment of competence taken on one of those types shall revalidate the TRI Certificate for the other types held within the same category of aircraft.

5) Specific Requirements for Revalidation of a TRI (H).
A TRI (H) holding an FI (H) Certificate on the relevant type shall have full credit towards the requirements in *(a)* above. In this case, the TRI (H) Certificate will be valid until the expiry date of the FI (H) Certificate.

b) Renewal

1) *Aeroplanes.* If the TRI (A) Certificate has lapsed the applicant shall have :

(i) completed within the last 12 months preceding the application at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator ;

(ii) completed the relevant parts of a TRI Course at an approved ATO ;

(iii) conducted on a complete Type Rating Course *at least 3 hours of flight instruction* on the applicable type of aeroplane under the supervision of a TRI (A).

2) *Helicopters and Powered Lift.* If the TRI (H) or TRI (PL) Certificate has lapsed, the applicant shall, within a period of 12 months before renewal :

(i) receive Instructor Refresher Training as a TRI at an ATO, which should cover the relevant elements of the TRI training course ; *and*

(ii) pass the assessment of competence in accordance with FCL. 935 in each of the types of aircraft in which renewal of the instructional privileges is sought.

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SECTION ***4. Specific Requirements for the Class Rating Instructor — CRI***

FCL. 905. CRI CRI — Privileges and Conditions

a) The privileges of a CRI are to instruct for :

1) the Issue, Revalidation or Renewal of a Class or Type Rating for Single-pilot Aeroplanes, except for Single-pilot high performance complex Aeroplanes, when the privileges sought by the applicant are to fly in Single-pilot operations ;

2) a Towing or Aerobatic Rating for the aeroplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with *FCL. 905. FI (i).*

3) extension of LAPL (A) privileges to another Class or Variant of Aeroplane.

b) The privileges of a CRI are Restricted to the Class or Type of Aeroplane in which the instructor assessment of competence was taken. The privileges of the CRI shall be extended to further classes or types when the CRI has completed, within the last 12 months :

1) ***15*** *hrs* flight time as PIC on aeroplanes of the applicable Class or Type of Aeroplane ;

*2) one (**1**) training flight from the right hand seat under the supervision of another CRI or FI* qualified for that class or type occupying the other pilot's seat.

c) Applicants for a CRI for Multi-engine Aeroplanes holding a CRI certificate for Single-engine Aeroplanes shall have fulfilled the prerequisites for a CRI established in *FCL. 915. CRI (a)* and the requirements of *FCL. 930. CRI (a)(3) and FCL. 935.*

FCL. 915. CRI CRI — Prerequisites

An applicant for a CRI Certificate shall have completed at least :

a) for Multi - engine Aeroplanes :

1) 1000 hours flight time as a pilot on Aeroplanes ;

2) 500 hours flight time as a pilot on Multi - engine Aeroplanes ;

3) 100 hours as PIC on the applicable Class or Type of Aeroplane ;

b) for Single - engine Aeroplanes **:**

1) 300 hours flight time as a pilot on Aeroplanes ;

2) 100 hours as PIC on the applicable Class or Type of Aeroplane.

FCL. 930. CRI CRI — Training Course

a) The Training Course for the CRI shall include, at least :

1) ***25*** *hours* of teaching and learning instruction ;

2) ***10*** *hours* of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom / simulator instructional skills ;

3) ***5*** *hours* of flight instruction on Multi-engine Aeroplanes, or ***3*** *hours* of flight instruction on Single-engine Aeroplanes, given by an FI (A) qualified in accordance with FCL. 905. FI (i).

b) Applicants holding or having held an Instructor Certificate shall be fully credited towards the requirement of *(a)(1).*

FCL. 940. CRI CRI — Revalidation and Renewal

a) For ***Revalidation*** (*valid for a period of* ***3*** *years)* of a CRI Certificate the applicant shall, within the 12 months preceding the expiry date of the CRI Certificate :

1) conduct *at least* ***10*** *hours* of flight instruction in the role of a CRI. If the applicant has CRI privileges on both Single-engine and Multi-engine Aeroplanes, the ***10*** *hours* of flight instruction shall be equally divided between single-engine and multi-engine aeroplanes ; *or*

2) receive Refresher Training as a CRI at an ATO ; *or*

3) pass the assessment of competence in accordance with *FCL. 935* for multi-engine or single-engine aeroplanes, as relevant.

b) For at least each alternate revalidation of a CRI Certificate, the holder shall have to comply with the requirement of *(a)(3)* ;

c) ***Renewal.*** If the CRI Certificate has lapsed, the applicant shall, *within a period of* ***12*** *months before renewal :*

1) receive Refresher Training as a CRI at an ATO ;

2) pass the assessment of competence established in *FCL. 935.*

Section 5. Specific Requirements for the Instrument Rating Instructor — IRI

FCL. 905. IRI IRI — Privileges and Conditions

a) The privileges of an IRI are to instruct for the Issue, Revalidation And Renewal of an EIR or an IR on the appropriate aircraft category ;

b) Specific requirements for the MPL Course. To instruct for the basic phase of training on an MPL Course, the IRI (A) shall :

1) hold an IR for Multi - engine aeroplanes ; *and*

2) have completed *at least **1500** hours* of flight time in Multi - crew operations ;

3) In the case of IRI already qualified to instruct on ATP (A) or CPL (A) / IR Integrated Courses, the requirement of *(b)(2)* may be replaced by the completion of the course provided for in paragraph *FCL. 905. FI (j) (3).*

FCL. 915. IRI IRI — Prerequisites

An applicant for an IRI Certificate shall :

a) for an **IRI (A)** :

1) have completed *at least **800** hrs of flight time under IFR*, of which *at least **400** hrs* shall be in aeroplanes ; *and*

2) in the case of applicants of an IRI (A) for Multi-engine Aeroplanes, meet the requirements of paragraphs *FCL. 915. CRI (a), FCL. 930. CRI and FCL. 935* ;

b) for an **IRI (H)** :

1) have completed *at least **500** hrs of flight time under IFR*, of which *at least **250** hrs* shall be instrument flight time in Helicopters ; *and*

2) in the case of applicants for an IR (H) for Multi-pilot Helicopters, meet the requirements of *FCL. 905. FI (g)(3)(ii)* ;

c) for an **IRI (As),** have completed *at least **300** hrs of flight time under IFR*, of which *at least **100** hrs* shall be instrument flight time in Airships.

FCL. 930. IRI IRI — Training Course

a) The training course for the IRI shall include, at least :

1) ***25** hours* of teaching and learning instruction ;

2) ***10** hours* of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills ;

3)

(i) for the IRI (A), *at least **10** hours of Flight Instruction* on an aeroplane, FFS, FTD 2 / 3 or FPNT II. In the case of applicants holding an FI (A) Certificate, these hours *are reduced to **5** hrs* ;

(ii) for the IRI (H) , at least 10 hours of flight instruction on a helicopter, FFS, FTD 2 / 3 or FNPT II / III ;

(iii) for the IRI (As), at least 10 hours of flight instruction on an airship, FFS, FTD 2 / 3 or FNPT II.

b) Flight Instruction shall be given by an FI qualified in accordance with *FCL. 905. FI (i).*

c) Applicants holding or having held an Instructor Certificate shall be fully credited towards the requirement of *(a)(1).*

FCL. 940. IRI IRI — Revalidation and Renewal

*(valid for a period of **3** years)*

For *Revalidation* and *Renewal* of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with *FCL. 940. FI.*

SECTION 6. Specific Requirements for the Synthetic Flight Instructor — SFI

FCL. 905. SFI SFI — Privileges and Conditions

The privileges of an SFI are to carry out Synthetic Flight Instruction, within the relevant aircraft category, for :

a) the Issue, Revalidation and Renewal of an IR, provided that he / she holds or has held an IR in the relevant aircraft category and has completed an IRI Training Course ; *and*

b) in the case of *SFI for Single - pilot Aeroplanes :*

1) the Issue, Revalidation and Renewal of Type Ratings for Single-pilot high performance complex Aeroplanes, when the applicant seeks privileges to operate in Single-pilot operations. The privileges of the SFI (SPA) may be extended to flight instruction for Single-pilot high performance complex Aeroplanes Type Ratings in Multi-pilot operations, provided that he / she :

(i) holds an MCCI Certificate ; *or*

(ii) holds or has held a TRI Certificate for Multi-pilot Aeroplanes ; *and*

2) provided that the privileges of the SFI (SPA) have been extended to Multi-pilot operations in accordance with *(1)* :

(i) MCC ;

(ii) the MPL Course on the basic phase ;

c) in the case of *SFI for Multi - pilot Aeroplanes* :

1) the Issue, Revalidation and Renewal of Type Ratings for :

(i) Multi - pilot Aeroplanes ;

(ii) Single - pilot high performance complex Aeroplanes when the applicant seeks privileges to operate in Multi - pilot operations ;

2) MCC ;

3) the MPL Course on the basic, intermediate and advanced phases, provided that, for the basic phase, he / she holds or has held an FI (A) or an IRI (A) Certificate ;

d) in the case of *SFI for Helicopters* :

1) the Issue, Revalidation and Renewal of Helicopter Type Ratings ;

2) MCC Training, when the SFI has privileges to instruct for Multi-pilot Helicopters.

FCL. 910. SFI — Restricted Privileges

The privileges of the SFI shall be restricted to the FTD 2 / 3 or FFS of the aircraft type in which the SFI training course was taken. The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has :

a) satisfactorily completed the simulator content of the relevant Type Rating Course ;

b) conducted on a complete Type Rating Course *at least **3** hours of flight instruction* related to the *duties of an SFI* on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose.

FCL. 915. SFI SFI — Prerequisites

An applicant for an SFI Certificate shall :

a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category ;

b) have completed the Proficiency Check for the issue of the specific aircraft Type Rating in an FFS representing the applicable type, *within the **12** months* preceding the application ;

c) additionally, for an SFI (A) *for Multi - pilot aeroplanes or SFI (PL), have* :

1) *at least **1500** hours flight time* as a pilot on Multi-pilot Aeroplanes or Powered - lift, as applicable ; *and*

2) completed *at least **500** hours flight time as a Pilot-in-Command* on Multi-pilot Aeroplanes or Powered - lift, as applicable ;

3) completed, as a pilot or as an observer, *within the **12** months preceding the application*, at least :

(i) ***3** route sectors on the flight deck* of the applicable aircraft type ; *or*

(ii) ***2** Line Orientated Flight Training* (LOFT) - based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions *shall include 2 flights* of *at least **2** hours each between **2** different aerodromes*, and the associated pre-flight planning and de-briefing ;

d) additionally, *for an SFI (A) for Single - pilot high performance complex Aeroplanes* :

1) have completed at least 500 hrs of flight time as PIC on Single-pilot Aeroplanes ;

2) hold or have held a Multi - engine IR (A) Rating ; *and*

3) have met the requirements in *(c) (2)* ;

e) additionally, *for an SFI (H),* have :

1) completed, as a pilot or as an observer, *at least **1** hour of flight time* on the flight deck of the applicable type, *within the **12** months preceding the application* ;

2) in the case of multi-pilot helicopters, *at least **1000** hrs of flying experience* as a pilot on helicopters, including *at least **350** hrs as a pilot* on multi-pilot helicopters ;

3) in the case of single-pilot multi-engine helicopters, *completed **500** hrs as pilot of helicopters*, *including **100** hrs as PIC* on single-pilot multi-engine helicopters ;

4) in the case of single-pilot single-engine helicopters, *completed **250** hrs as a pilot* on helicopters.

FCL. 930. SFI SFI — Training Course

a) The training course for the SFI shall include :

1) the FSTD content of the applicable Type Rating Course ;

2) the content of the TRI Training Course.

b) An applicant for an SFI Certificate who holds a TRI Certificate for the relevant type shall be fully credited towards the requirements of this paragraph.

FCL. 940. SFI SFI — Revalidation and Renewal

a) ***Revalidation.*** (*valid for a period of* ***3*** *years)*

For Revalidation of an SFI Certificate the applicant shall, within the validity period of the SFI Certificate, *fulfill* ***2*** *of the following 3 requirements* :

1) complete ***50*** *hours as an Instructor or an Examiner in FSTDs*, of which *at least* ***15*** *hours* shall be *within the 12 months preceding the expiry date* of the SFI Certificate ;

2) receive *instructor Refresher Training* as an SFI at an ATO ;

3) pass the relevant sections of the assessment of competence in accordance with *FCL. 935*.

b) ***Additionally*****,** the applicant shall have completed, on an FFS, the Proficiency Checks for the issue of the specific aircraft Type Ratings representing the types for which privileges are held ;

c) For at least each alternate revalidation of an SFI Certificate, the holder shall have to comply with the requirement of *(a)(3) ;*

d) ***Renewal.*** If the SFI Certificate has lapsed, the applicant shall, *within the* ***12*** *months* preceding the application :

1) complete the simulator content of the SFI Training Course ;

2) fulfill the requirements specified in *(a)(2)* and *(3).*

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SECTION 7. Specific Requirements for the Multi-Crew Cooperation Instructor - MCCI

FCL. 905. MCCI MCCI — Privileges and Conditions

a) The privileges of an MCCI are to carry out flight instruction during :

1) the practical part of MCC Courses when not combined with Type Rating Training ;

2) in the case of MCCI (A), the basic phase of the MPL Integrated Training Course, provided he / she holds or has held an FI (A) or an IRI (A) Certificate.

FCL. 910. MCCI MCCI — Restricted privileges

The privileges of the holder of an MCCI Certificate shall be restricted to the FNPT II / III MCC, FTD 2 / 3 or FFS in which the MCCI Training Course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder *has completed the practical training of the MCCI course* on that type of FNPT II / III MCC, FTD 2 / 3 or FFS.

FCL. 915. MCCI MCCI — Prerequisites

An applicant for an MCCI Certificate shall :

a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category ;

b) have at least :

1) in the case of Aeroplanes, Airships and Powered - lift Aircraft, ***1 500*** *hours of flying experience* as a pilot in Multi-pilot operations ;

2) in the case of Helicopters, ***1000*** *hrs of flying experience* as a pilot in Multi-crew operations, of which *at least* ***350*** *hrs* in Multi-pilot Helicopters.

FCL. 930. MCCI MCCI — Training Course

a) The Training Course for the MCCI shall include, at least :

1) ***25*** *hours* of teaching and learning instruction ;

2) technical training related to the type of FSTD where the applicant wishes to instruct ;

3) ***3*** *hours of practical instruction*, which may be flight instruction or MCC instruction on the relevant FNPT II / III MCC, FTD 2 / 3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in *FCL. 920.*

b) Applicants holding or having held an FI, TRI, CRI, IRI or SFI Certificate shall be fully credited towards the requirement of *(a)(1).*

FCL. 940. MCCI MCCI — Revalidation and Renewal

*(valid for a period of **3** years)*

a) For ***Revalidation*** of an MCCI certificate the applicant shall have completed the requirements of *FCL. 930. MCCI (a) (3)* on the relevant type of FNPT II / III, FTD 2 / 3 or FFS, *within the last **12** months* of the validity period of the MCCI Certificate.

b) Renewal. If the MCCI Certificate has lapsed, the applicant shall complete the requirements of *FCL. 930. MCCI (a)(2)* and *(3)* on the relevant type of FNPT II / III MCC, FTD 2 / 3 or FFS.

SECTION *8.* Specific Requirements for the Synthetic Training Instructor — STI

FCL. 905. STI STI — Privileges and Conditions

a) The ***privileges*** of an STI are to carry out *Synthetic Flight Instruction* in the appropriate aircraft category for :

1) the Issue of a Licence ;

2) the Issue, Revalidation or Renewal of an IR and a Class or Type Rating for Single-pilot Aircraft, except for Single-pilot high performance complex Aeroplanes.

b) Additional privileges for the STI (A). The privileges of an STI (A) shall include synthetic flight instruction during the core flying skills training of the MPL Integrated Training Course.

FCL. 910. STI STI — Restricted Privileges

The privileges of an STI shall be restricted to the FNPT II / III, FTD 2 / 3 or FFS in which the STI Training Course was taken. The privileges may be extended to other FSTDs representing further types of aircraft when the holder has :

a) completed the FFS content of the TRI Course on the applicable type ;

b) passed the Proficiency Check for the specific aircraft Type Rating on an FFS of the applicable type, *within the 12 months* preceding the application ;

c) conducted, on a Type Rating Course, *at least* ***one*** FSTD session related to the duties of an STI with a minimum duration *of* ***3*** *hours* on the applicable type of aircraft, under the supervision of a Flight Instructor Examiner (FIE).

FCL. 915. STI STI — Prerequisites

An applicant for an STI certificate shall :

a) hold, or have held *within the* ***3*** *years prior to the application*, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended ;

b) have completed in an FNPT the relevant Proficiency Check for the Class or Type Rating, within *a period of 12 months* preceding the application.

An applicant for an STI (A) wishing to instruct on BITDs only, shall complete only the exercises appropriate for a Skill Test for the issue of a PPL (A) ;

c) additionally, for an STI (H), have completed *at least* ***1*** *hour of flight time as an observer* on the flight deck of the applicable type of helicopter, *within the 12 months* preceding the application.

FCL. 930. STI STI — Training Course

a) The Training Course for the STI shall comprise *at least **3** hours of flight instruction* related to the duties of an STI in an FFS, FTD 2 / 3 or FNPT II / III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in *FCL. 920.*

Applicants for an STI (A) wishing to instruct on a BITD only, shall complete the flight instruction on a BITD.

b) For applicants for an STI (H), the course shall also include the FFS content of the applicable TRI Course.

FCL. 940. STI STI — Revalidation and Renewal of the STI Certificate

*(valid for a period of **3** years)*

a) Revalidation. For revalidation of an STI Certificate the applicant shall have, *within the last 12 months* of the validity period of the STI Certificate :

1) conducted *at least **3** hours of flight instruction* in an FFS or FNPT II / III or BITD, as part of a complete CPL, IR, PPL or Class or Type Rating course ; *and*

2) passed in the FFS, FTD 2 / 3 or FNPT II / III on which flight instruction is routinely conducted, the applicable sections of the Proficiency Check in accordance with *Appendix **9*** to this *Part* for the appropriate class or type of aircraft.

For an STI (A) instructing on BITDs only, the Proficiency Check shall include only the exercises appropriate for a Skill Test for the issue of a PPL (A).

b) Renewal. If the STI Certificate has lapsed, the applicant shall :

1) receive Refresher Training as an STI at an ATO ;

2) pass in the FFS, FTD 2 / 3 or FNPT II / III on which flight instruction is routinely conducted, the applicable sections of the Proficiency Check in accordance with *Appendix 9* to this *Part* for the appropriate class or type of aircraft.

For an STI (A) instructing on BITDs only, the Proficiency Check shall include only the exercises appropriate for a Skill Test for the issue of a PPL (A) ;

3) conduct on a complete CPL, IR, PPL or Class or Type Rating Course, *at least **3** hours of* flight instruction under the supervision of an FI, CRI (A), IRI or TRI (H) nominated by the ATO for this purpose. *At least **1** hour of flight instruction* shall be supervised by an FIE (A).

SECTION 9. Specific Requirements for the Mountain Rating Instructor — MI

FCL. 905. MI MI — Privileges and Conditions

The privileges of an MI are to carry out flight instruction for the issue of a Mountain Rating.

FCL. 915. MI MI — Prerequisites

An applicant for an MI Certificate shall :

a) hold a, FI, CRI, or TRI Certificate, with privileges for Single - pilot Aeroplanes ;

b) hold a Mountain Rating.

FCL. 930. MI MI — Training Course

a) The Training Course for the MI shall include the assessment of the applicant's competence as described in *FCL. 920.*

b) Before attending the course, applicants shall have passed a pre-entry flight test with an MI holding an FI Certificate to assess their experience and ability to undertake the training course.

FCL. 940. MI MI — Validity of the MI certificate

The MI certificate is valid as long as the, FI, TRI or CRI Certificate is valid.

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*SECTION **10.*** Specific Requirements for the Flight Test Instructor — FTI

FCL. 905. FTI. FTI — Privileges and Conditions

a) The privileges of a Flight Test Instructor *(FTI)* are to instruct, within the appropriate aircraft category, for :

1) the Issue of *category **1** or **2** Flight Test Ratings*, provided he / she holds the relevant category of Flight Test Rating ;

2) the Issue of an FTI Certificate, within the relevant category of Flight Test Rating, provided that the Instructor has *at least **2** years of experience* instructing for the issue of Flight Test Ratings.

b) The privileges of an FTI holding a *category **1** Flight Test Rating* include the provision of flight instruction also in relation to *category **2** Flight Test Ratings*.

FCL. 915. FTI. FTI — Prerequisites

An applicant for an Flight Test Instructor *(FTI)* Certificate shall :

a) hold a Flight Test Rating issued in accordance with FCL. 820 ;

b) have completed *at least **200** hours* of Category 1 or 2 Flight Tests.

FCL. 930. FTI. FTI — Training Course

a) The Training Course for the FTI shall include, at least :

1) ***25** hours* of teaching and learning ;

2) ***10** hours* of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom / simulator instructional skills ;

3) ***5** hours* of practical flight instruction under the supervision of an FTI qualified in accordance with *FCL. 905. FTI (b).*

These hours of flight instruction shall include the assessment of the applicant's competence as described in *FCL. 920.*

b) ***Crediting*** :

1) Applicants holding or having held an Instructor Certificate shall be fully credited towards the requirement of *(a)(1).*

2) In addition, applicants holding or having held an FI or TRI Certificate in the relevant aircraft category shall be fully credited towards the requirements of *(a)(2).*

FCL. 940. FTI. FTI — Revalidation and Renewal

*(valid for a period of **3** years)*

a) ***Revalidation***. For revalidation of an FTI Certificate, the applicant shall, within the validity period of the FTI Certificate, fulfill ***1*** *(one)* of the following requirements :

1) complete at least :

(i) ***50*** *hours of flight tests*, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate ; *and*

(ii) ***5*** *hours of flight test flight instruction* within the 12 months preceding the expiry date of the FTI certificate ; *or*

2) receive Refresher Training as an FTI at an ATO. The Refresher Training shall be based on the practical flight instruction element of the FTI Training Course, in accordance with *FCL. 930 . FTI (a) (3),* and include *at least **1** instruction flight* under the supervision of an FTI qualified in accordance with *FCL. 905. FTI (b).*

b) ***Renewal.*** If the FTI Certificate has lapsed, the applicant shall receive Refresher Training as an FTI at an ATO. The Refresher Training shall comply at least with the requirements of *FCL. 930. FTI (a) (3).*

SUBPART K

EXAMINERS

*SECTION **1.** **Common Requirements***

FCL. 1000 — Examiner Certificates

a) ***General***. Holders of an Examiner Certificate shall :

1) hold an equivalent Licence, Rating or Certificate to the ones for which they are authorized to conduct Skill Tests, Proficiency Checks or assessments of competence and the privilege to instruct for them ;

2) be *qualified to act as **PIC** on the Aircraft* during a Skill Test, Proficiency Check or assessment of competence when conducted on the aircraft.

b) ***Special conditions*** :

1) In the case of introduction of new aircraft in the States of Armenia or in an operator's fleet, when compliance with the requirements in *this Subpart* is not possible, the GDCA of RA may issue a specific Certificate giving privileges for the conduct of Skill Tests and Proficiency Checks. Such a Certificate shall be limited to the Skill Tests and Proficiency Checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, *exceed **1** year*.

2) Holders of a Certificate issued in accordance with *(b)(1)* who wish to apply for an Examiner Certificate shall comply with the prerequisites and revalidation requirements for that category of Examiner.

c) Examination outside the territory of the Republic of Armenia :

1) Notwithstanding paragraph *(a),* in the case of Skill Tests and Proficiency Checks provided in an ATO located outside the territory of the State of Armenia, the GDCA may issue an Examiner Certificate to an applicant holding a pilot licence issued by a that country in accordance with *ICAO Annex 1,* provided that the applicant :

(i) holds at least an equivalent Licence, Rating, or Certificate to the ***1*** *(one)* for which they are authorized to conduct Skill Tests, Proficiency Checks or assessments of competence, and in any case at least a CPL ;

(ii) complies with the requirements established in *this Subpart* for the issue of the relevant Examiner Certificate ; *and*

(iii) demonstrates to the GDCA an adequate level of knowledge of Armenian and international aviation safety rules to be able to exercise examiner privileges in accordance with *this Part.*

2) The certificate referred to in paragraph *(1)* shall be limited to providing Skill Tests and Proficiency Checks / tests :

(i) outside the territory of the Republic of Armenia ; *and*

(ii) to pilots who have sufficient knowledge of the language in which the test / check is given.

FCL. 1005 — Limitation of Privileges in case of vested interests

Examiners shall not conduct :

a) Skill Tests or Assessments of competence of applicants for the Issue of a Licence, Rating or Certificate :

1) to whom they have provided *more than **25** %* of the required flight instruction for the Licence, Rating or Certificate for which the Skill Test or Assessment of Competence is being taken ; *or*

2) when they have been responsible for the recommendation for the Skill Test, in accordance with *FCL. 030 (b)* ;

b) Skill Tests, Proficiency Checks or Assessments of Competence whenever they feel that their objectivity may be affected.

FCL. 1010 — Prerequisites for Examiners

Applicants for an Examiner Certificate shall demonstrate :

a) relevant knowledge, background and appropriate experience related to the privileges of an Examiner ;

b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their Licences, Ratings or Certificates issued in accordance with *this Part*, for non-compliance with the Basic Regulation and its Implementing Rules during the *last **3** years.*

FCL. 1015 — Examiner Standardization

a) Applicants for an Examiner Certificate shall undertake a standardization course provided by the GDCA of RA or by an ATO and approved by the Competent Authority ;

b) The standardization course shall consist of theoretical and practical instruction and shall include, at least :

1) the conduct of ***2*** *Skill Tests, Proficiency Checks or Assessments of Competences* for the Licences, Ratings or Certificates for which the applicant seeks the privilege to conduct tests and checks ;

2) instruction on the applicable requirements in *this Part* and the applicable air operations requirements, the conduct of Skill Tests, Proficiency Checks and Assessments of Competence, and their documentation and reporting ;

3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees ;

4) a briefing on the need to review and apply the items in *(3)* when conducting Skill Tests, Proficiency Checks or assessments of competence of an applicant for which the GDCA is not the same that issued the Examiner's Certificate ; *and*

5) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed ;

c) Holders of an Examiner Certificate *shall not conduct Skill Tests, Proficiency Checks or Assessments of Competence* of an applicant for which the competent Authority is not the same that issued the Examiner’s Certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicant's CAA :

1) they have informed the competent Authority of the applicant of *their intention to conduct the Skill Test, Proficiency Check or Assessment of Competence* and of the scope of their privileges as Examiners ;
2) they have received a briefing from the competent Authority of the applicant on the elements mentioned in *(b)(3).*

FCL. 1020 — Examiners Assessment of Competence

Applicants for an Examiner Certificate shall demonstrate their competence to an inspector from the GDCA or a *Senior Examiner* specifically authorized to do so by the GDCA responsible for the Examiner's Certificate through the conduct of a Skill Test, Proficiency Check or Assessment of Competence in the Examiner role for which privileges are sought, including briefing, conduct of the Skill Test, Proficiency Check or Assessment of Competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

FCL. 1025 — Validity, Revalidation and Renewal of Examiner Certificates

a) Validity. *An Examiner certificate shall be valid for **3** years.*
b) Revalidation. An Examiner certificate shall be revalidated when the holder has, during the validity period of the certificate :
1) conducted *at least **2** Skill Tests, Proficiency Checks or Assessments of Competence* every year ;
2) attended an Examiner Refresher Seminar provided by the GDCA or by an ATO and approved by the Competent Authority, during the last year of the validity period ;
3) one of the Skill Tests or Proficiency Checks completed during the last year of the validity period in accordance with *(1)* shall have been assessed by an Inspector from the GDCA or by a *Senior Examiner* specifically authorized to do so by the competent Authority responsible for the examiner's certificate ;
4) When the applicant for the revalidation holds privileges *for more than **1** (one) category* of Examiner, combined revalidation of all Examiner privileges may be achieved when the applicant complies with the requirements in *(b)(1)* and *(2)* and *FCL. 1020* for one of the categories of Examiner Certificate held, in agreement with the GDCA.
c) Renewal. If the certificate has expired, applicants shall comply with the requirements of *(b)(2)* and FCL. 1020 before they can resume the exercise of the privileges ;
d) An Examiner Certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in *FCL. 1010* and *FCL. 1030.*

FCL. 1030 — Conduct of Skill Tests, Proficiency Checks and Assessments of Competence

a) When conducting Skill Tests, Proficiency Checks and Assessments of Competence, Examiners shall :

1) ensure that communication with the applicant can be established without language barriers ;
2) verify that the applicant complies with all the qualification, training and experience requirements in *this Part* for the issue, Revalidation or Renewal of the Licence, Rating or Certificate for which the Skill Test, Proficiency Check or Assessment of Competence is taken;

3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.

b) After completion of the Skill Test or Proficiency Check, the Examiner shall :

1) inform the applicant of the result of the test. In the event of a partial pass or fail, the Examiner shall inform the applicant that he / she may not exercise the privileges of the Rating until a full pass has been obtained. The Examiner shall detail any further training requirement and explain the applicant's right of appeal ;

2) in the event of a pass in a Proficiency Check or Assessment of competence for Revalidation or Renewal, endorse the applicant's Licence or Certificate with the new expiry date of the Rating or Certificate, if specifically authorized for that purpose by the GDCA responsible for the applicant's licence ;

3) provide the applicant with a signed report of the Skill Test or Proficiency Check and submit without delay copies of the report to the GDCA responsible for the applicant's Licence, and to the GDCA that issued the Examiner Certificate. The report shall include :

(i) a declaration that the Examiner has received information from the applicant regarding his / her experience and instruction, and found that experience and instruction complying with the applicable requirements in *this Part* ;

(ii) confirmation that all the required maneuvers and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the Examiner shall record the reasons for this assessment ;

(iii) the result of the Test, Check or Assessment of Competence.

(iv) a declaration that the Examiner has reviewed and applied the national procedures and requirements of the applicant's competent authority if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate ;

(v) a copy of the Examiner Certificate containing the scope of his / her privileges as examiner in the case of Skill Tests, Proficiency Checks or Assessments of Competence of an applicant for which the competent authority is not the same that issued the examiner's certificate.

c) Examiners shall maintain records for 5 years with details of all Skill Tests, Proficiency Checks and Assessments of Competence performed and their results.

d) Upon request by the GDCA responsible for the Examiner Certificate, or the competent Authority responsible for the applicant's licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.

SECTION ***2. Specific Requirements for Flight Examiners — FE***

FCL. 1005. FE FE — Privileges and Conditions

a) **FE (A).** The privileges of an FE for Aeroplanes are to conduct :

1) Skill Tests for the Issue of the PPL (A) and Skill Tests and Proficiency Checks for associated Single-pilot Class and Type Ratings, except for Single-pilot high performance complex Aeroplanes, provided that the Examiner *has completed at least* ***1000*** *hours of flight time* as a pilot on Aeroplanes or TMGs, including *at least* ***250*** *hours* of flight instruction ;

2) Skill Tests for the Issue of the CPL (A) and Skill Tests and Proficiency Checks for the associated Single-pilot Class and Type Ratings, except for Single-pilot high performance complex Aeroplanes, provided that the Examiner *has completed at least* ***2000*** *hours of flight time* as a pilot on Aeroplanes or TMGs, including *at least* ***500*** *hours* of flight instruction ;

3) Skill Tests and Proficiency Checks for the LAPL (A), provided that the Examiner has completed *at least* ***500*** *hours* of flight time as a pilot on Aeroplanes or TMGs, including *at least* ***100*** *hours* of flight instruction ;

4) Skill Tests for the issue of a Mountain Rating *(MI)*, provided that the Examiner has completed *at least* ***500*** *hours* of flight time as a pilot on Aeroplanes or TMGs, including *at least* ***500*** *take-offs and landings* of flight instruction for the Mountain Rating *(MI)* ;

5) Proficiency Checks for the Revalidation and Renewal of EIRs, provided that the FE has completed *at least* ***1 500*** *hours* as a pilot on Aeroplanes and complies with the requirements in *FCL.1010. IRE (a)(2).*

b) **FE (H).** The privileges of an FE for Helicopters are to conduct :

1) Skill Tests for the Issue of the PPL (H) and Skill Tests and Proficiency Checks for *Single-pilot Single-engine Helicopter* Type Ratings entered in a PPL (H), provided that the Examiner has completed ***1000*** *hours of flight time* as a pilot on Helicopters, including *at least* ***250*** *hours of flight* instruction ;

2) Skill Tests for the Issue of the CPL (H) and Skill Tests and Proficiency Checks for *Single-pilot Single-engine Helicopter* Type Ratings entered in a CPL (H), provided the Examiner has completed ***2000*** *hours of flight time* as pilot on Helicopters, including *at least* ***350*** *hours of flight instruction* ;

3) Skill Tests and Proficiency Checks for *Single-pilot Multi-engine Helicopter* Type Ratings entered in a PPL (H) or a CPL (H), provided the Examiner has completed the requirements in *(1)* or *(2),* as applicable, and holds a CPL (H) or ATPL (H) and, when applicable, an IR (H) ;

4) Skill Tests and Proficiency Checks for the LAPL (H), provided that the Examiner has completed *at least **500** hours of flight time* as a pilot on Helicopters, including *at least **150** hours* of flight instruction.

c) **FE (As).** The privileges of an FE for Airships are to conduct Skill Tests for the Issue of the PPL (As) and CPL (As) and Skill Tests and Proficiency Checks for the associated Airship Type Ratings, provided that the Examiner *has completed **500** hours of flight time* as a pilot on Airships, including ***100** hours of flight instruction* ;

d) **FE (S).** The privileges of an FE for Sailplanes are to conduct :

1) Skill Tests and Proficiency Checks for the SPL and the LAPL (S), provided that the Examiner *has completed **300** hours of flight time* as a pilot on Sailplanes or Powered Sailplanes, *including **150** hours* or ***300** launches* of flight instruction ;

2) Proficiency Checks for the extension of the SPL privileges to commercial operations, provided that the Examiner *has completed **300** hours of flight time* as a pilot on Sailplanes or Powered Sailplanes, *including **90** hours of flight instruction* ;

3) Skill Tests for the extension of the SPL or LAPL (S) privileges to TMG, provided that the Examiner *has completed **300** hours of flight time* as a pilot on Sailplanes or Powered Sailplanes, *including **50** hours of flight instruction on TMG.*

4) Skill Tests and Proficiency Checks for the Cloud Flying Rating, provided that the Examiner *has completed at least **200** hours of flight time* as pilot on Sailplanes or Powered Sailplanes, including *at least **5** hours or **25** flights* of flight instruction for the Cloud Flying Rating or *at least **10** hours* of flight instruction for the EIR or IR (A).

e) **FE (B)**. The privileges of an FE for Balloons are to conduct :

1) Skill Tests for the Issue of the BPL and the LAPL (B) and Skill Tests and Proficiency Checks for the extension of the privileges to another balloon class or group, provided that the Examiner *has completed **250** hours of flight time* as a pilot on Balloons, *including **50** hours of flight instruction* ;

2) Proficiency Checks for the extension of the BPL privileges to commercial operations, provided that the Examiner *has completed **300** hours of flight time* as a pilot on Balloons, of *which **50** hours* in the same group of balloons for which the extension is sought. The ***300** hours* of flight time *shall include **50** hours of flight instruction.*

FCL. 1010. FE FE — Prerequisites

An applicant for an FE certificate shall hold :

*an **FI** Certificate* in the appropriate Aircraft Category.

SECTION ***3. Specific Requirements for Type Rating Examiners — TRE***

FCL. 1005. TRE TRE — Privileges and Conditions

a) **TRE (A)** *and* **TRE (PL)**. The privileges of a TRE for Aeroplanes or Powered-lift Aircraft are to conduct :

1) Skill Tests *for the* ***initial Issue*** *of Type Ratings* for Aeroplanes or Powered - lift Aircraft, as applicable ;

2) Proficiency Checks for *Revalidation* or *Renewal* of Type Ratings, EIR and IRs ;

3) Skill Tests for ATPL (A) Issue ;

4) Skill Tests for MPL Issue, provided that the Examiner has complied with the requirements in FCL. 925 ;

5) *Assessments of Competence for the Issue, Revalidation or Renewal* of a TRI (A) or SFI (A) Certificate in the applicable Aircraft Category, provided that the *Examiner has completed at least* ***3*** *years as a TRE.*

b) **TRE (H)**. The privileges of a TRE (H) are to conduct :

1) Skill Tests and Proficiency Checks for the *Issue, Revalidation or Renewal* of Helicopter Type Ratings ;

2) Proficiency Checks for the *Revalidation* or *Renewal* of IRs, or for the extension of the IR (H) from Single-engine Helicopters to Multi-engine Helicopters, provided the TRE (H) holds a valid IR (H) ;

3) Skill Tests for ATPL (H) Issue ;

4) *Assessments of Competence* for the *Issue, Revalidation* or *Renewal* of a TRI (H) or SFI (H) Certificate, provided that the Examiner has completed *at least* ***3*** *years as a TRE.*

FCL. 1010. TRE TRE — Prerequisites

a) **TRE (A)** *and* **TRE (PL)**. Applicants for a TRE Certificate for Aeroplanes and Powered - lift Aircraft shall :

1) in the case of Multi-pilot Aeroplanes , have *completed* ***3000*** *hours* of flight time as a pilot of Multi-pilot Aeroplanes, as applicable, of which *at least* ***1500*** *hours shall be as PIC* and additionally *have at least* ***500*** *hours as PIC* on applicable type of aeroplane ;

2) in the case of Powered - lift Aircraft, have *completed* ***1500*** *hours* of flight time as a pilot of Powered - lift Aircraft, as applicable, of which *at least* ***500*** *hours shall be as PIC* and additionally *have at least* ***200*** *hours as PIC* on applicable type of aeroplane

3) in the case of *Single-pilot* high performance complex Aeroplanes, *have completed* ***500*** *hours* of flight time as a pilot of Single-pilot Aeroplanes, of which *at least* ***200*** *hours shall be as PIC* ;

4) hold a CPL or ATPL and a TRI Certificate for the applicable type ;

5) for the initial Issue of an TRE Certificate, have completed *at least* ***50*** *hours of flight instruction* as a TRI, FI or SFI in the applicable type or an FSTD representing that type.

b) **TRE (H)**. Applicants for a TRE (H) Certificate for Helicopters shall :

1) hold a TRI (H) Certificate or, in the case of Single-pilot Single-engine Helicopters, a valid FI (H) Certificate, for the applicable type ;

2) for the *initial Issue of a TRE Certificate*, have completed ***50*** *hours of flight instruction* as a TRI, FI or SFI in the applicable type or an FSTD representing that type ;

3) in the case of Multi-pilot Helicopters, hold a CPL (H) or ATPL (H) and *have completed* ***1500*** *hours* of flight as a pilot on Multi-pilot Helicopters, of which *at least* ***500*** *hours shall be as PIC ;*

4) in the case of Single - pilot Multi - engine Helicopters :

(i) have *completed* ***1000*** *hours of flight as pilot* on Helicopters, of which *at least* ***500*** *hours* shall be as PIC ;

(ii) hold a CPL (H) or ATPL (H) and, when applicable, a valid IR (H) ;

5) in the case of Single - pilot Single - engine Helicopters :

(i) have *completed* ***750*** *hours of flight* as a pilot on Helicopters, of which *at least* ***500*** *hours* shall be as PIC ;

(ii) hold a CPL (H) or ATPL (H).

6) Before the privileges of a TRE (H) are extended from Single - pilot Multi - engine to Multi-pilot Multi - engine privileges on the same type of Helicopter, the holder shall *have at least* ***100*** *hours* in multi-pilot operations on this type.

7) In the case of applicants for the *first Multi - pilot Multi - engine TRE Certificate*, the ***1500*** *hours* of flight experience on Multi - pilot Helicopters required in *(b)(3)* may be considered to have been met if they *have completed the* ***500*** *hours of flight time as PIC* on a Multi - pilot Helicopter of the same type.

SECTION 4. ***Specific Requirements for Class Rating Examiner — CRE***

FCL. 1005. CRE CRE — Privileges

The privileges of a CRE are to conduct, for *Single-pilot Aeroplanes*, except for single-pilot high performance complex Aeroplanes :

a) Skill Tests for the Issue of Class and Type Ratings ;

b) Proficiency Checks for :

1) Revalidation or Renewal of Class and Type Ratings ;

2) Revalidation and Renewal of IRs, provided that the CRE complies with the requirements in *FCL. 1010. IRE (a).*

3) Revalidation and Renewal of EIRs, provided that the CRE has completed *at least* ***1 500*** *hours* as a pilot on Aeroplanes and complies with the requirements in *FCL.1010. IRE (a)(2).*

c) Skill Tests for the extension of LAPL (A) privileges to another Class or Variant of Aeroplane.

FCL. 1010. CRE CRE — Prerequisites

Applicants for a CRE Certificate shall :

a) hold a CPL (A), MPL (A) or ATPL (A) with Single - pilot privileges or have held it and hold a PPL (A) ;

b) hold a CRI Certificate for the applicable class or type ;

c) have *completed* ***500*** *hours* of flight time as a pilot on Aeroplanes.

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SECTION ***5. Specific Requirements for Instrument Rating Examiner — IRE***

FCL. 1005. IRE IRE — Privileges

The privileges of the holder of an IRE Certificate are to conduct Skill Tests *for the Issue*, and Proficiency Checks for the *Revalidation* or *Renewal* of EIR or IRs.

FCL. 1010. IRE IRE — Prerequisites

a) **IRE (A)**.

Applicants for an IRE Certificate for Aeroplanes shall hold an IRI (A) and have completed :

1) ***2000*** *hours* of flight time as a pilot of Aeroplanes ; *and*

2) ***450*** *hours* of flight time under IFR, of which ***250*** *hours shall be as an Instructor.*

b) **IRE (H)**.

Applicants for an IRE Certificate for Helicopters shall hold an IRI (H) and have completed :

1) ***2000*** *hours* of flight time as a pilot on Helicopters ; *and*

2) ***300*** *hours* of instrument flight time on Helicopters, of which ***200*** *hours shall be as an Instructor.*

c) **IRE (As).**

Applicants for an IRE Certificate for Airships shall hold an IRI (As) and have completed :

1) ***500*** *hours* of flight time as a pilot on Airships ; *and*

2) ***100*** *hours* of instrument flight time on Airships, of which ***50*** *hours shall be as an Instructor.*

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SECTION ***6. Specific Requirements for Synthetic Flight Examiner — SFE***

FCL. 1005. SFE SFE — Privileges and conditions

a) **SFE (A)** *and* **SFE (PL).**

The privileges of an SFE on Aeroplanes or Powered - lift Aircraft are to conduct in an FFS :

1) Skill Tests and Proficiency Checks for the *Issue, Revalidation* or *Renewa*l of Type Ratings for Multi - pilot Aeroplanes or Powered - lift Aircraft, as applicable ;

2) Proficiency Checks for *Revalidation* or *Renewal* of IRs, provided that the SFE complies with the requirements in *FCL. 1010. IRE* for the applicable aircraft category ;

3) Skill Tests for ATPL (A) Issue ;

4) Skill Tests for MPL Issue, provided that the Examiner has complied with the requirements in *FCL. 925 ;*

5) *Assessments of Competence* for the *Issue, Revalidation* or *Renewa*l of an SFI Certificate in the relevant aircraft category, provided that the *Examiner has completed at least* ***3*** *years as an SFE.*

b) **SFE (H).**

The privileges of an SFE for Helicopters are to conduct in an FFS :

1) Skill Tests and Proficiency Checks for the *Issue, Revalidation* and *Renewal* of Type Ratings ; *and*

2) Proficiency Checks for the *Revalidation* and *Renewal* of IRs, provided that the SFE complies with the requirements in *FCL. 1010. IRE (b)* ;

3) Skill Tests for ATPL (H) Issue ;

4) Skill Tests and Proficiency Checks for the *Issue*, *Revalidation* or *Renewal* of an SFI (H) Certificate, provided that the Examiner has completed *at least* ***3*** *years as an SFE.*

FCL. 1010. SFE SFE — Prerequisites

a) **SFE (A).** Applicants for an SFE Certificate for Aeroplanes shall :

1) hold or have held an ATPL (A), a Class or Type Rating and an SFI (A) Certificate for the applicable type of Aeroplane ;

2) have *at least* ***1500*** *hours* of flight time as a pilot on Multi - pilot Aeroplanes ;

3) for the *initial issue* of an SFE Certificate, have completed *at least* ***50*** *hours* of Synthetic Flight Instruction as an SFI (A) on the applicable type.

b) **SFE (H).** Applicants for an SFE Certificate for Helicopters shall :

1) hold or have held an ATPL (H), a Type Rating and an SFI (H) Certificate for the applicable type of Helicopter ;

2) have *at least* ***1000*** *hours* of flight time as a pilot on Multi - pilot Helicopters ;

3) for the initial issue of an SFE Certificate, have completed *at least* ***50*** *hours* of Synthetic Flight Instruction as an SFI (H) on the applicable type.

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SECTION 7. ***Specific Requirements for the Flight Instructor Examiner — FIE***

FCL. 1005. FIE FIE — Privileges and Conditions

a) **FIE (A)**

The privileges of an FIE on Aeroplanes are to conduct *Assessments of Competence* for the *Issue, Revalidation* or *Renewal* of Certificates for FI (A), CRI (A), IRI (A) and TRI (A) on single - pilot Aeroplanes, provided that the relevant Instructor Certificate is held.

b) **FIE (H)**

The privileges of an FIE on Helicopters are to conduct *Assessments of Competence* for the *Issue, Revalidation* or *Renewal* of Certificates for FI (H), IRI (H) and TRI (H) on Single - pilot Helicopters, provided that the relevant Instructor Certificate is held.

c) **FIE (As) -** *Airships* **, (S) -** *Sailplanes*, **(B) -** *Balloons*

The privileges of an FIE on Sailplanes, Powered sailplanes, Balloons and Airships are to conduct *Assessments of Competence* for the *Issue, Revalidation* or *Renewal* of Instructor Certificates on the applicable aircraft category, provided that the relevant Instructor Certificate is held.

FCL. 1010. FIE FIE — Prerequisites

a) **FIE (A)** Applicants for an FIE Certificate for Aeroplanes shall :

in case of applicants wishing to conduct *Assessments of Competence* :

1) hold the relevant Instructor Certificate, as applicable ;

2) have completed ***2000*** *hours* of flight time as a pilot on aeroplanes or TMGs ; *and*

3) have *at least* ***100*** *hours* of flight time instructing applicants for an Instructor Certificate.

b) **FIE (H)** Applicants for an FIE Certificate for Helicopters shall :

1) hold the relevant Instructor Certificate, as applicable ;

2) have completed ***2000*** *hours* of flight time as pilot on Helicopters ;

3) have *at least* ***100*** *hours* of flight time instructing applicants for an Instructor Certificate.

c) **FIE (As)** Applicants for an FIE Certificate for *Airships* shall :

1) have completed ***500 hours*** of flight time as a pilot on Airships ;

2) have *at least* ***20*** *hours* of flight time instructing applicants for an FI (As) Certificate ;

3) hold the relevant Instructor Certificate.

d) **FIE (S)** Applicants for an FIE Certificate for *Sailplanes* shall :

1) hold the relevant Instructor Certificate ;

2) have completed ***500*** *hours* of flight time as a pilot on Sailplanes or Powered sailplanes ;

3) have completed :

(i) for applicants wishing to conduct assessments of competence on TMGs, ***10*** *hours* or *30 take-offs* instructing applicants for an Instructor Certificate in TMG's ;

(ii) in all other cases, ***10*** *hours* or *30 launches* instructing applicants for an Instructor Certificate.

e) **FIE (B)** Applicants for an FIE Certificate for *Balloons* shall :

1) hold the relevant Instructor Certificate ;

2) have completed ***350*** *hours* of flight time as a pilot on Balloons ;

3) have completed ***10*** *hours instructing applicants* for an Instructor Certificate.

Appendix 1. Crediting of Theoretical Knowledge

A. CREDITING of THEORETICAL KNOWLEDGE for the ISSUE of a PILOT LICENCE — BRIDGE INSTRUCTION and EXAMINATION REQUIREMENTS

1. LAPL, PPL, BPL and SPL

1.1. For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in *FCL.120 (a).*

1.2. Without prejudice to the paragraph above, for the issue of an LAPL, PPL, BPL or SPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and pass theoretical knowledge examinations to the appropriate level in the following subjects :

— Principles of Flight,
— Operational Procedures,
— Flight Performance and Planning,
— Aircraft General Knowledge,
— Navigation.

1.3. For the issue of a PPL, BPL or SPL, the holder of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.

1. 4. Notwithstanding paragraph *1.2,* for the issue of an LAPL (A), the holder of an LAPL (S) with TMG extension shall demonstrate an adequate level of theoretical knowledge for the Single - engine Piston Aeroplane - land class in accordance with *FCL. 135. A (a)(2).*

2. CPL

2.1. An applicant for a CPL holding a CPL in another category of aircraft shall have received theoretical knowledge bridge instruction on an approved course according to the differences identified between the CPL syllabi for different aircraft categories.

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

021 — Aircraft General Knowledge :
- *Airframe and Systems, Electrics, Powerplant, Emergency Equipment ;*

022 — Aircraft General Knowledge : - *Instrumentation ;*

032/034 — Performance Aeroplanes or Helicopters, as applicable ;

070 — Operational Procedures, and

080 — Principles of Flight.

2.3. An applicant for a CPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects :

— Human Performance,
— Meteorology.

3. ATPL

3. 1. An applicant for an ATPL holding an ATPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an ATO according to the differences identified between the ATPL syllabi for different aircraft categories.

3. 2. The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category :

021 — Aircraft General Knowledge :
Airframe and Systems ; Electrics ; Powerplant ; Emergency Equipment ;

022 — Aircraft General Knowledge : *Instrumentation ;*

032 / 034 — Performance Aeroplanes or Helicopters, *as applicable* ;

070 — Operational Procedures, *and*

080 — Principles of Flight.

3. 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.

3.4. An applicant for an ATPL (H), having passed the relevant theoretical examinations for a CPL (H) is credited towards the theoretical knowledge requirements in the following subjects :

— Air Law,
— Principles of Flight *(Helicopter),*
— VFR Communications.

3.5. 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.

3.6. An applicant for an ATPL (H) with an IR (H), having passed the relevant theoretical examinations for a CPL (H) is credited towards the theoretical knowledge requirements in the following subjects :

— Principles of Flight *(Helicopter),*
— VFR Communications.

4. IR

4. 1. An applicant for an IR or an EIR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects :

— Human Performance ;
— Meteorology.

4.2. An applicant for an IR (H) having passed the relevant theoretical examinations for an ATPL (H) VFR is required to pass the following examination subjects :

— Air Law,
— Flight Planning and Flight Monitoring,
— Radio Navigation,
— IFR Communications

Appendix 2

ENGLISH for AVIATION LANGUAGE TESTING (EALT)

Introduction

English for Aviation Language Testing is a test of English Language Proficiency in the context of aviation specifically developed in response to the ICAO 2008 Language Proficiency Requirements. The EALT is intended for flight crew and air traffic control personnel requiring the assessment and certification of their English language proficiency in accordance with the ICAO March 2008 standard. Requirements on English Language ***Level 4 Proficiency*** also refer to the aviation personnel *(flight crew and air traffic controllers)* which obtains validation for the certificate issued by other State Aviation Authorities.

Validation procedures on behalf of the GDCA of RA include English Language Level 4 proficiency certification in compliance with the requirements presented ICAO and EASA requirement's. The EALT allows non-native English speaking aviation personnel to demonstrate their proficiency in the English language in the context of aviation and aeronautical communication. The EALT is *a valid, reliable* and *practical* test for using by the aviation industry in the language proficiency assessment of its personnel. The EALT is a comprehensive test of communicative competence in which the demonstration of a candidate's actual listening and speaking ability in English is required. Both parts of the EALT are administered and assessed by approved and certified examiners with the candidates being rated against the criteria contained in the ICAO Language Proficiency Rating Scale and the ICAO Holistic Descriptors of operational language proficiency.

The EALT assesses across the full range of the ICAO Language Proficiency Rating Scale (Pre - elementary Level I - Operational Level) and in each of the six discrete features of language *(pronunciation, structure, vocabulary, fluency, comprehension,* and *interactions).*

Combining specialist input from subject matter experts, qualified and experienced language assessors, language trainers and aviation professionals with current research in oral language testing and assessment best practice, the EALT has been developed with detailed reference to **ICAO Doc 9835 :** Manual on the Implementation of ICAO Language Proficiency Requirements and **ICAO Cir 318-AN 180** Global Harmonization of Testing Criteria and is fully compliant with all relevant ICAO standards and recommended practices and associated supporting guidelines.

The ICAO Language Proficiency Requirements Background

The new language proficiency requirements affirm that ICAO standardized phraseology should be used whenever possible, and required that when phraseology is not applicable, pilots and air traffic controllers should demonstrate a minimum level of proficiency in plain language. The effective use of plain language is vital in routine operational situations in which phraseology provides no ready - made form of communication and is especially critical in unusual or emergency situations. The minimum skill level requirements are embodied in the ICAO Language Proficiency Rating Scale and the ICAO Holistic Descriptors of operational language proficiency that appear in *Attachment A* and *Appendix 1* of *Annex 1* of the Convention on International Civil Aviation.

As of 5 March 2008, the ability to speak and understand the language used for radiotelephony that is required for pilots and air traffic controllers should be demonstrated based on the ICAO Holistic Descriptors and the minimum proficiency of **Operational** *Level 4* on the ICAO Language Proficiency Rating Scale.

Operational Level 4 is considered the minimum level of proficiency to ensure an acceptable level of safety in communications. Additionally, since November 2003, Annex 10 has required the availability of English language at all stations on the ground serving designated airports and routes used by international air services.

The SARPs relating to language use for aeronautical radiotelephony communications that were adopted by the ICAO Council in March 2003 and implemented in March.

Licensing : Annex 1 - *Operation* of Aircraft, Part 18, Part III ;
Annex 10 - Aeronautical Telecommunications, Volume II - Communication *Procedures* including those *with* PANS status ; *and*
Annex 11 - *Air Traffic* Services.

In summary, the ICAO language proficiency requirements :

a) strengthen the requirements for English to be provided by air requirements for language proficiency for flight crews and air traffic controllers *(Annex 1)* ;

b) establish minimum skill level ;

c) introduce an ICAO language proficiency rating scale applicable to both native and non-native speakers *(Annex 1)* ;

d) clarify the requirement for the use of both plain language and phraseologies *(Annexes 1 & 10)*

e) standardize the use of ICAO phraseologies *(Annex 10)* ;

f) recommend a testing schedule to demonstrate language proficiency *(Annex 1) ; and*

g) stipulate air traffic service provider and aircraft operator oversight of personnel compliance *(Annexes 6 (Pts 1 & 2) & 11)* .

The language - related SARPs can be broadly categorized into three types :

Annex 10 SARPs clarify which, languages can be used for radiotelephony communications ;

Annex 1 SARPs establish proficiency skill level requirements as a licensing prerequisite ;

and Annexes 6 and 11 provide for service provider and operator responsibility.

ICAO SARPS and European Union Directive compliance

EALT is fully compliant with all the standards and recommended practices *(SARPs)* in relation to the March 2008 Language Proficiency Requirements contained in the following documents :

ICAO Doc 9835 Manual on the Implementation of ICAO Language Proficiency Requirements *(ICAO 2004) ;*

ICAO Doc. AUD001 ICAO Language *Proficiency* Requirements : Rated Speech Samples *(ICAO 2006) ;*

ICAO Cir. 318 AN/180 Language Testing Criteria for Global Harmonization *(ICAO 2008)*

Additionally, the EALT meets the relevant language proficiency assessment requirements of European Union Directive 2006 / 23 / EC.

Language Proficiency Rating Scale — Expert, Extended and Operational Level

Level	Pronunciation	Structure	Vocabulary
Expert **(Level 6)**	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.
	Fluency	**Comprehension**	**Interactions**
	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasise a point. Uses appropriate discourse markers and connectors spontaneously	. Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
Extended **(Level 5)**	**Pronunciation**	**Structure**	**Vocabulary**
	Pronunciation, stress, rhythm,and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic
	Fluency	**Comprehension**	**Interactions**
	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker / listener relationship effectively.
Operational **(Level 4)**	**Pronunciation**	**Structure**	**Vocabulary**
	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation butonly 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 orunexpected circumstances.
	Fluency	**Comprehension**	**Interactions**
	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 initial text of *Appendix 2* has been transferred to AMC, see also the Explanatory Note.

Appendix 3

Training Courses for the issue of a CPL and an ATPL

1. This *Appendix* describes the requirements for the different types of Training Courses for the issue of a CPL and an ATPL, with and without an IR.
2. An applicant wishing to transfer to another ATO during a training course shall apply to the GDCA of RA for a formal assessment of the further hours of training required

A. *ATP Integrated Course — Aeroplanes*

GENERAL

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 Transport and to obtain the CPL (A) / IR.
2. An applicant wishing to undertake an ATP (A) Integrated Course shall complete all the instructional stages in ***1*** *(one)* continuous course of training as arranged by an ATO.
3. 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 *Annex 1* to the *Chicago Convention*.
In the case of a PPL(A) or PPL(H) entrant, **50** % of the hours flown prior to the course shall be credited, up to a maximum of ***40*** *hours* flying experience, or ***45*** *hours* if an Aeroplane *Night Rating* has been obtained, of which *up to* ***20*** *hours* may count towards the requirement for Dual Instruction Flight Time.
4. The course shall comprise :
a) theoretical knowledge instruction to the ATPL (A) knowledge level ;
b) visual and instrument flying training ; *and*
c) training in MCC for the operation of Multi - pilot Aeroplanes.
5. An applicant failing or unable to complete the entire ATP (A) Course may apply to the GDCA for the theoretical knowledge examination and Skill Test for a Licence with lower privileges and an IR if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An ATP(A) theoretical knowledge course shall comprise *at least* ***750*** *hrs of* instruction.
7. The MCC Course shall comprise *at least* ***25*** *hrs* of theoretical knowledge instruction and exercises.

THEORETICAL KNOWLEDGE EXAMINATION

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL (A).

FLYING TRAINING

9. 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 PIC, including* VFR flight and Instrument flight time as Student Pilot-in-Command *(SPIC)*. The instrument flight time as SPIC shall only be counted as PIC flight time *up to a maximum of* ***20*** *hours* ;

c) ***50*** *hours of cross - country flight as PIC*, including a VFR cross-country flight of at least 270 km (150 nm), in the course of which full stop landings at ***2*** *(two) aerodromes* different from the aerodrome of departure shall be made ;

d) ***5*** *hours flight time shall be completed at night*, comprising ***3*** *hours* of Dual Instruction, which will include *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:

1) ***20*** *hours* as SPIC ;

2) ***15*** *hours MCC,* for which an FFS or FNPT II may be used ;

3) ***50*** *hours* of Instrument flight instruction, of which up to :

(i) ***25*** *hours* may be instrument ground time in a FNPT I; *or*

(ii) ***40*** *hours* may be Instrument Ground Time in a FNPT II, FTD 2 or FFS, of which *up* to ***10*** *hours* may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with *up to* ***10*** *hours* towards the required instrument instruction time. Hours done in a BITD shall not be credited ;

f) ***5*** *hours* to be carried out in an Aeroplane certificated for the carriage of *at least* ***4*** persons that has a variable pitch propeller and retractable landing gear.

SKILL TEST

10. Upon 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 and the **IR Skill Test** on a Multi-engine Aeroplane.

B. ATP Modular Course — Aeroplanes

1. Applicants for an ATPL (A) who complete their theoretical knowledge instruction at a modular course shall :

a) hold at least a PPL (A) issued in accordance with *Annex 1* to the *Chicago Convention* ; *and* complete at least the following hours of theoretical knowledge instruction :

1) for applicants holding a PPL (A) : ***650*** *hours* ;

2) for applicants holding a CPL (A) : ***400*** *hours* ;

3) for applicants holding an IR (A) : ***500*** *hours* ;

4) for applicants holding a CPL (A) and an IR (A) : ***250*** *hours*.

The theoretical knowledge instruction shall be completed before the Skill Test for the ATPL (A) is taken.

C. CPL / IR Integrated Course — Aeroplanes

GENERAL

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 Transport and to obtain the CPL (A) / IR.

2. An applicant wishing to undertake a CPL (A) / IR Integrated Course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. 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 *Annex 1* to the *Chicago Convention*. In the case of a PPL (A) or PPL(H) entrant, **50** % of the hours flown prior to the course shall be credited, *up to a maximum of* ***40*** *hours* flying experience, or ***45*** *hours* if an aeroplane *Night Rating* has been obtained, of which *up to* ***20*** *hours* may count towards the requirement for Dual Instruction Flight Time.

4. The course shall comprise :

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

b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL / IR (A) course may apply to the GDCA of RA for the theoretical knowledge examination and Skill Test for a L icence with lower privileges and an IR if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL (A) / IR theoretical knowledge course shall comprise at least ***500*** *hours* of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (A) and an IR.

FLYING TRAINING

8. 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*** *hrs of Dual Instruction*, of which *up to* ***40*** *hours* may be Instrument Ground Time ;

b) ***70*** *hours as PIC*, including VFR flight and Instrument flight time which may be flown as SPIC. The Instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of ***20*** *hrs* ;

c) ***50*** *hours of cross - country flight as PIC*, including a VFR cross-country flight of at least 270 km *(150 nm),* in the course of which full stop landings *at* ***2*** *(two) aerodromes* different from the aerodrome of departure shall be made ;

d) ***5*** *hours* flight time shall be completed at night, comprising ***3*** *hours* of Dual Instruction, which shall include *at least* ***1*** *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 :

1) ***20*** *hours* as SPIC ; *and*

2) ***50*** *hours* of instrument flight instruction, of which up to :

(i) ***25*** *hours* may be Instrument Ground Time in an FNPT I ; *or*

(ii) ***40*** *hours* may be instrument ground time in an FNPT II, FTD 2 or FFS, of which *up to* ***10*** *hours* may be conducted in an FNPT I.

An applicant holding a course completion certificate for the *Basic Instrument Flight Module* shall be credited with *up to* ***10*** *hours* towards the required Instrument Instruction Time. Hours done in a BITD shall not be credited ;

f) ***5*** *hours* to be carried out in an aeroplane certificated for the carriage of *at least* ***4*** *persons* that has a *variable pitch propeller* and *retractable landing gear*.

SKILL TEST

9. Upon completion of the related flying training the applicant shall take the CPL (A) Skill Test and the IR Skill Test on either a Multi - engine Aeroplane or a Single - engine Aeroplane.

D. CPL Integrated Course — Aeroplanes

GENERAL

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).

2. An applicant wishing to undertake a CPL (A) Integrated Course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. 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 *Annex 1* to the *Chicago Convention*.
In the case of a PPL (A) or PPL (H) entrant, **50** % of the hours flown prior to the course shall be credited, *up to a maximum of **40** hours* flying experience, or ***45** hours* if an aeroplane *Night Rating* has been obtained, of which *up to **20** hours* may count towards the requirement for Dual Instruction Flight Time.

4. The course shall comprise :

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

b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL (A) course may apply to the GDCA of RA for the theoretical knowledge examination and Skill Test for a Licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL (A) theoretical knowledge course shall comprise *at least **350** hours* of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (A).

FLYING TRAINING

8. The flying training, *not including 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 total of *150 hours*, applicants shall complete at least :

***a) 80** hours of Dual Instruction*, of which *up to **5** hrs* may be Instrument Ground Time ;

***b) 70** hours* as PIC ;

***c) 20** hours of cross - country flight as PIC*, including a VFR cross-country flight of at least 270 km *(150 nm),* in the course of which full stop landings *at **2** (two) aerodromes* different from the aerodrome of departure shall be made ;

***d) 5** hours flight time* shall be completed at night, comprising ***3** hours of dual instruction*, which shall include *at least **1** hour of cross-country navigation* and *5 solo Take-offs* and *5 solo full stop Landings* ;

***e) 10** hours of Instrument Flight Instruction*, of which *up to **5** hours* may be Instrument Ground Time in an FNPT I, FTD 2, FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with *up to **10** hours* towards the required instrument instruction time.

Hours done in a BITD shall not be credited ;

***f) 5** hours* to be carried out in an Aeroplane certificated for the carriage of *at least (**4**) four persons* that has a *variable pitch propeller* and *retractable landing gear.*

SKILL TEST

9. Upon completion of the flying training the applicant shall take the CPL (A) Skill Test on a Single - engine or a Multi - engine Aeroplane.

E. CPL Modular Course — Aeroplanes

GENERAL

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. Before commencing a CPL (A) modular course an applicant shall be the holder of a PPL (A) issued in accordance with *Annex 1* to the *Chicago Convention*.

3. Before commencing the flight training the applicant shall :

a) have completed ***150*** *hours* flight time ;

b) have complied with the prerequisites for the issue of a Class or Type Rating for multi - engine aeroplanes in accordance with *Subpart H*, if a multi-engine aeroplane is to be used on the Skill Test.

4. An applicant wishing to undertake a modular CPL (A) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only.

5. The course shall comprise :

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

b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

6. An approved CPL (A) theoretical knowledge course shall comprise *at least* ***250*** *hours* of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (A).

FLYING TRAINING

8. Applicants *without an* ***IR*** shall be given *at least* ***25*** *hours Dual Flight Instruction*, including ***10*** *hours* of Instrument instruction of which *up to* ***5*** *hours* may be Instrument Ground Time in a BITD, an FNPT I or II, an FTD 2 or an FFS.

9. Applicants *holding a valid* ***IR (A)*** shall be fully credited towards the Dual Instrument Instruction Time. Applicants holding a valid IR (H) shall 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. An applicant holding a Course Completion Certificate for the Basic Instrument Flight Module shall be credited with *up to* ***10*** *hours* towards the required instrument instruction time.

10.

a) Applicants with a valid IR shall be given *at least* ***15*** *hrs dual visual flight* instruction.

b) Applicants *without a Night Rating* aeroplane shall be given additionally *at least* ***5*** *hrs* night flight instruction, comprising ***3*** *hours* of Dual Instruction, which shall include *at least* ***1*** *hr* of cross-country navigation and *5 solo Take-offs* and *5 solo full stop Landings*.

11. *At least* ***5*** *hours* of the flight instruction shall be carried out in an aeroplane certificated for the carriage of *at least* ***4*** *(four) persons* and have a *variable pitch propeller* and *retractable landing gear*.

EXPERIENCE

12. The applicant for a CPL (A) shall have completed *at least* ***200*** *hours flight time*, including at least :

a) ***100*** *hours as PIC,* of which ***20*** *hours* of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 270 km *(150 nm),* in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made ;

b) ***5*** *hours* of flight time shall be completed at night, comprising ***3*** *hours of dual instruction*, which shall include *at least* ***1*** *hour* of cross-country navigation and *5 solo Take-offs* and *5 solo full stop Landings* ; *and*

c) ***10*** *hours* of instrument flight instruction, of which *up to* ***5*** *hours* may be Instrument Ground Time in an FNPT I, or FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with *up to 10* hours towards the required instrument instruction time.

Hours done in a BITD shall not be credited ;

d) ***6*** *hours* of flight time shall be completed in a Multi-engine Aeroplane, if a Multi-engine Aeroplane is used for the Skill Test ;

e) Hours as PIC of other categories of aircraft may count towards the ***200*** *hours* flight time, in the following cases :

(i) ***30*** *hours in helicopter*, if the applicant holds a PPL (H) ; *or*

(ii) ***100*** *hours in helicopters*, if the applicant holds a CPL (H) ; *or*

(iii) ***30*** *hours in TMGs* or sailplanes ; *or*

(iv) ***30*** *hours in airships*, if the applicant holds a PPL (As) ; *or*

(v) ***60*** *hours in airships*, if the applicant holds a CPL (As).

SKILL TEST

13. Upon 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.

F. ATP / IR Integrated Course — Helicopters

GENERAL

1. The aim of the ATP (H) / IR 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 helicopters in commercial air transport and to obtain the CPL (H) / IR.

2. An applicant wishing to undertake an ATP (H) / IR Integrated Course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as *an* ***ab-initio*** *entrant*, or as a holder of a PPL (H) issued in accordance with *Annex 1* to the *Chicago Convention*. In the case of a PPL (H) entrant, 50 % of the relevant experience shall be credited, up to a maximum of :

a) ***40*** *hours*, of which *up to* ***20*** *hours* may be dual instruction ; *or*

b) ***50*** *hours,* of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.

4. The course shall comprise :

a) theoretical knowledge instruction to the ATPL (H) and IR knowledge level ;

b) visual and instrument flying training ; *and*

c) training in MCC for the operation of multi - pilot helicopters.

5. An applicant failing or unable to complete the entire ATP (H) / IR course may apply to the competent Authority for the theoretical knowledge examination and Skill Test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An ATP (H) / IR theoretical knowledge course shall comprise at least 750 hours of instruction.

7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.

THEORETICAL KNOWLEDGE EXAMINATION

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL (H) and an IR.

FLYING TRAINING

9. The flying training shall comprise a total of *at least **195** hours,* to include all Progress Tests. Within the total of *195 hours*, applicants shall complete at least :

a) 140 *hours* of dual instruction, of which :

1) ***75*** *hours* visual instruction may include :

(i) ***30*** *hours* in a helicopter FFS, level C / D ; *or*

(ii) ***25*** *hours* in a FTD 2, 3 ; *or*

(iii) ***20*** *hours* in a helicopter FNPT II / III ; *or*

(iv) ***20*** *hours* in an aeroplane or TMG ;

2) ***50*** *hours* instrument instruction may include :

(i) *up to* ***20*** *hours* in a helicopter FFS or FTD 2, 3 or FNPT II / III ; *or*

(ii) ***10*** *hours* in at least a helicopter FNPT 1 or an aeroplane ;

3) ***15*** *hours* MCC, for which a helicopter FFS or helicopter FTD 2, 3 *(MCC)* or FNPT II / III *(MCC)* may be used. If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II / III ;

b) 55 *hrs as PIC,* of which ***40*** *hours* may be as SPIC. *At least **14** hrs solo day* and ***1*** *hr solo night* shall be made ;

c) 50 *hrs of cross - country flight*, including *at least **10** hrs of cross - country flight as SPIC* including a VFR cross - country flight of at least 270 km *(150 nm)* in the course of which landings at two different aerodromes from the aerodrome of departure shall be made ;

d) 5 *hours* flight time in helicopters shall be completed at night comprising ***3*** *hours* of dual instruction including *at least **1** hr* of cross - country navigation and *5 solo night circuits*. Each circuit shall include a Take - off and a landing ;

e) 50 *hours* of dual instrument time comprising :

(i) ***10*** *hours* basic instrument instruction time ; *and*

(ii) ***40*** *hours IR Training*, which shall include at least 10 hours in a multi-engine IFR - certificated helicopter.

SKILL TEST

10. Upon completion of the related flying training, the applicant shall take the CPL (H) Skill Test on a multi-engine helicopter and the IR Skill Test on an IFR certificated multi-engine helicopter and shall comply with the requirements for MCC training.

G. ATP Integrated Course — Helicopter

GENERAL

1. The aim of the ATP (H) 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 helicopters limited to VFR privileges in commercial air transport and to obtain the CPL (H).

2. An applicant wishing to undertake an ATP (H) Integrated Course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL (H) issued in accordance with *Annex 1* to the *Chicago Convention*. In the case of a PPL (H) entrant, 50 % of the relevant experience shall be credited, up to a maximum of :

a) ***40*** *hours*, of which *up to* ***20*** *hours* may be dual instruction ; *or*

b) ***50*** *hours*, of which *up to* ***25*** *hours* may be dual instruction, if a helicopter night rating has been obtained.

4. The course shall comprise :

a) theoretical knowledge instruction to the ATPL (H) knowledge level ;

b) visual and basic instrument flying training ; *and*

c) training in MCC for the operation of multi - pilot helicopters.

5. An applicant failing or unable to complete the entire ATP (H) course may apply to the competent authority for the theoretical knowledge examination and Skill Test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An ATP (H) theoretical knowledge course shall comprise at least 650 hours of instruction.

7. The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.

THEORETICAL KNOWLEDGE EXAMINATION

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL (H).

FLYING TRAINING

9. The flying training shall comprise a total of *at least **150** hours*, to include all progress tests. Within the total of 150 hours, applicants shall complete at least :

a) ***95*** *hours* of dual instruction, of which :

1) ***75*** *hours* visual instruction may include :

(i) ***30*** *hours* in a helicopter FFS level C / D ; *or*

(ii) ***25*** *hours* in a helicopter FTD 2, 3 ; *or*

(iii) ***20*** *hours* in a helicopter FNPT II / III ; *or*

(iv) ***20*** *hours* in an aeroplane or TMG ;

2) ***10*** *hrs* basic instrument instruction may include ***5*** *hrs* in at least a helicopter FNPT I or an aeroplane ;

3) ***10*** *hrs* MCC, for which a helicopter : helicopter FFS or FTD 2, 3 (MCC) or FNPT II / III (MCC) may be used. If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II / III ;

b) ***55*** *hrs as PIC*, of which *40 hrs* may be as SPIC. At least *14 hrs solo day* and ***1*** *hr solo night* shall be made ;

c) ***50*** *hrs of cross - country flight*, including *at least 10 hrs of cross-country flight as SPIC,* including a VFR cross - country flight of at least 270 km *(150 nm)* in the course of which landings at two different aerodromes from the aerodrome of departure shall be made ;

d) ***5*** *hrs* flight time in helicopters shall be completed *at night comprising **3** hrs of dual instruction* including *at least 1 hr of cross-country navigation and 5 solo night circuits*. Each circuit shall include a Take-off and a landing.

SKILL TEST

10. Upon completion of the related flying training the applicant shall take the CPL (H) Skill Test on a multi-engine helicopter and comply with MCC requirements.

H. ATP Modular Course — Helicopters

GENERAL

1. Applicants for an ATPL (H) who complete their theoretical knowledge instruction at a modular Course shall hold at least a PPL (H) and complete at least the following hours of instruction within a period of ***18*** *months* :

a) for applicants holding a PPL (H) issued in accordance with *Annex 1* to the *Chicago Convention :* - ***550*** *hours* ;

b) for applicants holding a CPL (H) : - ***300*** *hours.*

2. Applicants for an ATPL (H) / IR who complete their theoretical knowledge instruction at a Modular Course shall hold at least a PPL (H) and complete at least the following hours of instruction :

(a) for applicants holding a PPL (H) : - ***650*** *hours* ;

(b) for applicants holding a CPL (H) : - ***400*** *hours ;*

(c) for applicants holding an IR (H) : - ***500*** *hours ;*

(d) for applicants holding a CPL (H) and an IR (H) : - ***250*** *hours.*

I. CPL / IR Integrated Course — Helicopters

GENERAL

1. The aim of the CPL (H) / IR integrated course is to train pilots to the level of proficiency necessary to operate single- pilot multi-engine helicopters and to obtain the CPL (H) / IR multi-engine helicopter.

2. An applicant wishing to undertake a CPL (H) / IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL (H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50 % of the relevant experience shall be credited, up to a maximum of :

a) 40 *hours*, of which up to 20 hours may be dual instruction ; *or*

b) 50 *hours*, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.

4. The course shall comprise :

a) theoretical knowledge instruction to CPL (H) and IR knowledge level, and the initial multi-engine helicopter type rating ; *and*

b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL (H) / IR course may apply to the competent authority for the theoretical knowledge examination and Skill Test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL (H) / IR theoretical knowledge course shall comprise *at least 500 hours* of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (H) and an IR.

FLYING TRAINING

8. The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:

a) ***125*** *hours* of dual instruction, of which :

1) ***75*** *hours* visual instruction, which may include :

(i) ***30*** *hours* in a helicopter FFS level C / D ; *or*

(ii) ***25*** *hours* in a helicopter FTD 2, 3 ; *or*

(iii) ***20*** *hours* in a helicopter FNPT II / III ; *or*

(iv) ***20*** *hours* in an aeroplane or TMG ;

2) ***50*** *hours* instrument instruction which may include :

(i) *up to* ***20*** *hours* in a helicopter FFS or FTD 2, 3, or FNPT II, III ; *or*

(ii) ***10*** *hours* in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II / III ;

b) ***55*** *hrs as PIC,* of which *40 hrs may be as SPIC*. At least ***14*** *hrs solo day and* ***1*** *hr solo night* shall be made ;

c) ***10*** *hrs* dual cross - country flying ;

d) ***10*** *hrs* of cross - country flight as PIC, including a VFR cross - country flight of at least 270 km *(150 nm)* in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made ;

e) ***5*** *hours* of flight time in helicopters shall be completed at night comprising ***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 ;

f) ***50*** *hours* of dual instrument time comprising :

(i) ***10*** *hours* basic instrument instruction time ; *and*

(ii) ***40*** *hours IR Training*, which shall include *at least* ***10*** *hours* in a multi-engine IFR-certificated helicopter.

SKILL TEST

9. Upon completion of the related flying training, the applicant shall take the CPL (H) Skill Test on either a multi-engine or a single-engine helicopter and the IR Skill Test on an IFR - certificated multi - engine helicopter.

J. CPL Integrated Course — Helicopters

GENERAL

1. The aim of the CPL (H) Integrated Course is to train pilots to the level of proficiency necessary for the issue of a CPL (H).

2. An applicant wishing to undertake a CPL (H) Integrated Course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL (H) issued in accordance with *Annex 1* to the *Chicago Convention*. In the case of an entrant holding a PPL (H), 50 % of the relevant experience shall be credited, up to a maximum of :

a) ***40*** *hours*, of which up to 20 hours may be dual instruction ; *or*

b) ***50*** *hours*, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.

4. The course shall comprise :

a) theoretical knowledge instruction to CPL (H) knowledge level ; *and*

b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL (H) course may apply to the competent Authority for the theoretical knowledge examination and Skill Test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An approved CPL (H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (H).

FLYING TRAINING

8. The flying training shall comprise a total of *at least* ***135*** *hours*, to include all Progress Tests, of which *up to* ***5*** *hours may be instrument ground time*. Within the *135 hours* total, applicants shall complete at least :

a) ***85*** *hours* of dual instruction, of which :

1) *up to* ***75*** *hours* may be visual instruction, and may include :

(i) *30 hours* in a helicopter FFS level C / D ; *or*

(ii) *25 hours* in a helicopter FTD 2, 3 ; *or*

(iii) *20 hours* in a helicopter FNPT II / III; *or*

(iv) *20 hours* in an aeroplane or TMG ;

2) *up to* ***10*** *hours* may be instrument instruction, and may include ***5*** *hours* in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II / III ;

b) ***50*** *hours as PIC*, of which ***35*** *hours* may be as SPIC. At least ***14*** *hours solo day* and ***1*** *hour solo night* shall be made ;

c) ***10*** *hours* dual cross - country flying ;

d) ***10*** *hours of cross - country flight as PIC*, including a VFR cross - country flight of at least 270 km *(150 nm)* in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made ;

e) ***5*** *hours* flight time in helicopters shall be completed at night comprising 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;

f) ***10*** *hours* of instrument dual instruction time, including at least 5 hours in a helicopter.

SKILL TEST

9. Upon completion of the related flying training, the applicant shall take the CPL (H) Skill Test.

K. CPL Modular Course — Helicopters

GENERAL

1. The aim of the CPL (H) Modular Course is to train PPL (H) holders to the level of proficiency necessary for the issue of a CPL (H).

2. Before commencing a CPL (H) Modular Course an applicant shall be the holder of a PPL (H) issued in accordance with *Annex 1* to the *Chicago Convention*.

3. Before commencing the flight training the applicant shall :

a) have *completed **155** hours flight time, including **50** hours as PIC* in helicopters of which ***10** hours* shall be cross-country. Hours as PIC of other categories of aircraft may count towards the ***155** hours flight time* as prescribed in paragraph 11 of Section K ;

b) have complied with FCL. 725 and FCL. 720. H if a multi - engine helicopter is to be used on the Skill Test.

4. An applicant wishing to undertake a modular CPL (H) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.

5. The course shall comprise :

a) theoretical knowledge instruction to CPL (H) knowledge level ; *and*

b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

6. An approved CPL (H) theoretical knowledge course shall comprise *at least 250 hours* of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (H).

FLYING TRAINING

8. Applicants without an IR shall be given *at least **30** hours dual flight instruction*, of which :

***a) 20** hours visual instruction*, which may include 5 hours in a helicopter FFS or FTD 2, 3 or FNPT II, III ; *and*

***b) 10** hours instrument instruction*, which may include ***5** hours in at least* a helicopter FTD 1 or FNPT I or aeroplane.

9. Applicants holding a valid IR (H) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR (A) shall complete *at least **5** hours* of the dual instrument instruction time in a helicopter.

10. Applicants without a night rating helicopter shall be given additionally *at least **5** hours night* flight instruction comprising ***3** hrs* of dual instruction including *at least **1** hr of cross - country* navigation and *5 solo night circuits*. Each circuit shall include a Take-off and a landing.

EXPERIENCE

11. The applicant for a CPL (H) shall have completed *at least **185** hours flight time*, including ***50** hours as PIC,* of which ***10** hours of cross - country flight as PIC*, including a VFR cross - country flight of at least 185 km (100 nm), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made. Hours as pilot-in-command of other categories of aircraft may count towards the 185 hours flight time, in the following cases :

*a) **20** hours* in aeroplanes, if the applicant holds a PPL (A) ; *or*

*b) **50** hours* in aeroplanes, if the applicant holds a CPL (A) ; *or*

*c) **10** hours* in TMGs or sailplanes ; *or*

*d) **20** hours* in airships, if the applicant holds a PPL (As) ; *or*

*e) **50** hours* in airships, if the applicant holds a CPL (As).

SKILL TEST

12. Upon completion of the related flying training and relevant experience, the applicant shall take the CPL (H) Skill Test.

L. CPL / IR Integrated Course — Airships

(reserved)

M. CPL Integrated Course — Airships

(reserved)

N. CPL Modular Course — Airships

(reserved)

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Appendix 4. Skill Test for the Issue of a CPL

General

1. An applicant for a Skill Test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.

2. An applicant shall pass all the relevant sections of the Skill Test.

If any item in a section is failed, that section is failed.

Failure in more than **1** *(one)* section will require the applicant to take the entire test again. An applicant failing only in **1** *(one)* section shall only repeat the failed section.

Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the Skill Test shall be completed within ***6*** *months*. Failure to achieve a pass in all relevant sections of the test in ***2*** *(two)* attempts will require further training.

3. Further training may be required following any failed Skill Test.

There is no limit to the number of Skill Tests that may be attempted.

Conduct of the Skill Test

4. Should the applicant choose to terminate a Skill Test for reasons considered inadequate by the Flight Examiner *(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.

5. At the discretion of the FE, any maneuver 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 skills requires a complete re-test.

6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

7. 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 Checklist for the aircraft 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 aircraft used.

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

A. Content of the Skill Test for the Issue of a CPL (A)— *Aeroplanes*

1. The aeroplane used for the Skill Test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2. The route to be flown shall be chosen by the FE and the destination shall be a controlled 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*.

3. 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 ; *and*

e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt.

Flight Test Tolerances

4. The following limits shall apply, corrected to 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** °

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 Skill Test

5. Items in section *2 (c)* and *(e) (iv),* and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane Checklists, airmanship, control of the aeroplane by external visual reference, anti-icing / de-icing procedures and principles of threat and error management apply in all sections.

SECTION 1 **— Pre - Flight Operations and Departure**	
	Pre - flight*, including* :
a	Flight planning, Documentation, Mass *and* Balance determination, Weather brief, NOTAM'S
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
SECTION 2 **— General Airwork**	
a	Control *of the* aeroplane *by* external visual reference, including straight *and* level, climb, descent, lookout
b	Flight *at* critically low airspeeds 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 : (i) *level flight, cruise configuration, control of heading, altitude and airspeed* (ii) *climbing and descending turns with 10° - 30° bank* (iii) *recoveries from unusual attitudes* (iv) *limited panel instruments*
f	ATC liaison — compliance, R / T procedures
SECTION 3 **— En - Route Procedures**	
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)*
SECTION 4 **— Approach and Landing Procedures**	
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
SECTION 5 **— Abnormal and Emergency Procedures**	
	This section may be combined with sections 1 through ***4***
a	Simulated engine failure after Take - off *(at a safe altitude)*, fire drill
b	Equipment malfunctions
c	Forced landing *(simulated)*
d	ATC liaison — compliance, R / T procedures
e	Oral questions

SECTION 6 **— Simulated Asymmetric Flight and Relevant Class or Type Items**	
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 an FFS)*
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* FE — *any* relevant items *of* the Class *or* Type Rating Skill Test to include, if applicable : (i) *aeroplane systems including handling of autopilot* (ii) *operation of pressurization system* (iii) *use of de-icing and anti-icing system*
g	Oral questions

C. Content of the Skill Test for the Issue of the CPL — *Helicopters*

1. The helicopter used for the Skill Test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome / site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The Skill Test may be conducted in ***2*** *flights*. The total duration of the flight(s) shall be *at least* ***90*** *minutes.*
3. The applicant shall demonstrate the ability to :
(a) operate the helicopter within its limitations ;
(b) complete all manoeuvres with smoothness and accuracy ;
(c) exercise good judgement and airmanship ;
(d) apply aeronautical knowledge ; *and*
(e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

Flight Test Tolerances

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used :

Height :	
- normal flight	± **100** feet
- simulated major emergency	± **150** feet
Tracking : *on radio aids*	± **10** °
Heading :	
- normal flight	± **10** °
- simulated major emergency	± **15** °
Speed :	
- Take - off and approach multi-engine	± **5** knots
- all other flight regimes	± **10** knots
Ground drift :	
- T.O. hover I.G.E.	± **3** feet
- Landing	***no sideways or backwards movement***

Content of the Skill Test

5. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS.
Use of helicopter Checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

	***SECTION 1* — Pre - Flight / Post - Flight Checks and Procedures**
a	Helicopter knowledge *(e. g. technical log, fuel, mass and balance, performance),* flight planning, documentation, NOTAMS, weather
b	Pre - flight inspection / action, location of parts and purpose
c	Cockpit inspection, starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre - Take-off procedure, R / T procedure, ATC liaison - compliance
f	Parking, shutdown and post - flight procedure
	***SECTION 2* — Hover Maneuvers, Advanced Handling and Confined Areas**
a	Take - off and landing *(lift - off and touchdown)*
b	Taxi, hover taxi
c	Stationary hover with head / cross / tail wind
d	Stationary hover turns, 360° left and right *(spot turns)*
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground / unprepared sites landings and take-offs
i	Take-offs *(various profiles)*
j	Crosswind, downwind take-off *(if practicable)*
k	Take-off at maximum take-off mass *(actual or simulated)*
l	Approaches *(various profiles)*
m	Limited power take-off and landing
n	Autorotations *(FE to select two items from — Basic, range, low speed, and 360° turns)*
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
	***SECTION 3* — Navigation — En - Route Procedures**
a	Navigation and orientation at various altitudes / heights, map reading
b	Altitude / height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re - establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Tracking, positioning *(NDB and / or VOR),* identification of facilities
f	ATC liaison and observance of regulations, etc.

SECTION 4 — **Flight Procedures and Manoeuvres by Sole Reference to Instruments**	
a	Level flight, control of heading, altitude/height and speed
b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c	Climbing and descending, including turns at rate 1 onto specified headings
d	Recovery from unusual attitudes
e	Turns with 30° bank, turning up to 90° left and right
SECTION 5 — **Abnormal and Emergency Procedures** ***(Simulated where Appropriate)***	
Note 1 : *Where the test is conducted on a multi - engine helicopter a simulated engine failure drill, including a single - engine approach and landing, shall be included in the test.*	
Note 2 : *The FE shall select 4 (four) items from the following :*	
a	Engine malfunctions, including governor failure, carburetor / engine icing, oil system, *as appropriate*
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, *as applicable*
e	Main rotor and / or anti - torque system malfunction *(FFS or discussion only)*
f	Fire drills, including smoke control and removal, *as applicable*
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi- engine helicopters : - *Simulated engine failure at Take - off :* - *Rejected Take - off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO ;* - *Landing with simulated engine failure ;* - *landing or Go-around following engine failure before LDP or DPBL, following engine failure after LDP or safe forced landing after DPBL.*

D. Content of the Skill Test for the issue of the CPL (As) — *Airship's*

(reserved)

Appendix 5. Integrated MPL Training Course

GENERAL

1. The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as Co-pilot of a Multi-engine Multi-pilot Turbine-powered air transport Aeroplane under VFR and IFR and to obtain an MPL.

2. Approval for an MPL training course shall only be given to an ATO that is part of a commercial air transport operator certificated in accordance with Part - ORO or having a specific arrangement with such an operator. The *Licence shall be restricted* to that specific operator until completion of the airline Operator's Conversion Course.

3. An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an ATO. The training shall be competency based and conducted in a Multi-crew operational environment.

4. Only ***ab - initio*** applicants shall be admitted to the course.

5. The course shall comprise :

a) theoretical knowledge instruction to the ATPL (A) knowledge level ;

b) visual and instrument flying training ;

c) training in MCC for the operation of Multi - pilot Aeroplanes ; *and*

d) Type Rating Training.

6. An applicant failing or unable to complete the entire MPL course may apply to the GDCA of RA for the theoretical knowledge examination and Skill Test for a Licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

7. An approved MPL theoretical knowledge course *shall comprise at least **750** hours of instruction* for the ATPL (A) knowledge level, as well as the hours required for theoretical knowledge instruction for the relevant Type Rating, in accordance with *Subpart H.*

FLYING TRAINING

8. The flying training shall comprise *a total of at least **240** hours,* composed of hours as PF and PNF, in actual and simulated flight, 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
Introduction of Multi - crew operations and Instrument flight ;

c) Phase 3 — Intermediate
Application of Multi - crew operations to a Multi - engine Turbine Aeroplane certified as a high performance Aeroplane in accordance with *Part - 21* ;

d) Phase 4 — Advanced

Type Rating Training within an airline oriented environment.

Flight experience in actual flight shall include all the experience requirements of *Subpart H*, Upset Recovery Training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship.

MCC requirements shall be incorporated into the relevant phases above. Training in asymmetric flight shall be given either in an aeroplane or an FFS.

9. Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.

10. The Training Course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. 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.

11. 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

12. The applicant for the MPL shall *have demonstrated performance in all **9** competency units* specified in *paragraph 13 below*, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi- pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or maneuver. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

COMPETENCY UNITS

13. The applicant shall demonstrate competency *in the following **9** competency units* :

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.

SIMULATED FLIGHT

14. Minimum requirements for FSTDs :

a) Phase 1 — Core flying skills

E - training and part tasking devices approved by the competent 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 ;
- involve psychomotor activity with appropriate application of force and timing of responses.

b) Phase 2 — Basic

An FNPT II MCC that represents a generic multi - engine turbine - powered aeroplane.

c) Phase 3 — Intermediate

An 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 ° horizontal and 40 ° vertical field of view ; *and*

— ATC environment simulation.

d) Phase 4 — Advanced

An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.

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Appendix 6. Modular Training Courses for the IR

A. IR (A) — Modular Flying Training Course

GENERAL

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. The *course consists of **2** (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 an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.

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).

2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A). 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 ATO 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 Subpart H prior to commencing the flight training for the IR (A) course.

3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR (A) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills.

Refresher training shall be given as required.

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 theoretical examinations.

5. The course shall comprise:

a) theoretical knowledge instruction to the IR knowledge level ;

b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR (A) course *shall comprise at least **150** hours* of theoretical knowledge instruction.

FLYING TRAINING

7. 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 an FNPT I, or *up to **35*** hours in an FFS or FNPT II.
A *maximum of **10** hours* of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.
8. 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 an FNPT I, or *up to **40** hours* in an FFS or FNPT II.
A *maximum of **10** hours* of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include *at least **15** hours in Multi - engine* aeroplanes.
9. The holder of a Single-engine IR (A) who also holds a Multi - engine Class or Type Rating wishing to obtain a Multi - engine IR (A) for the first time shall complete a course at an ATO comprising *at least **5** hours instruction* in instrument flying in Multi - engine aeroplanes, of which ***3** hours* may be in an FFS or FNPT II.

10. 1. The holder of a CPL (A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in *paragraphs 7* or *8* above reduced by ***10** hours.*

10. 2. The holder of an IR (H) may have the total amount of training *required in paragraphs 7 or 8 above reduced to **10** hours.*

10. 3. The total Instrument Flight Instruction in aeroplane shall comply with *paragraph 7* or *8*, as appropriate.

11. The flying exercises up to the IR (A) Skill Test shall comprise :

a) *Basic Instrument Flight Module :*

Procedure and maneuver for basic instrument flight covering at least :
basic instrument flight without external visual cues :

— *horizontal flight ;*
— *climbing ;*
— *descent ;*
— *turns in level flight, climbing, descent ;*
— *instrument pattern ;*
— *steep turn ;*
— *radio-navigation ;*
— *recovery from unusual attitudes ;*
— *limited panel ;*
— *recognition and recovery from incipient and full stalls ;*

b) *Procedural Instrument Flight Module :*

(i) 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 ;

(ii) procedure and maneuvers for IFR operation under normal, abnormal and emergency conditions covering at least :

— transition from visual to instrument flight on Take-off ;

— SID *(standard instrument departures)* and STAR *(arrivals)* ;

— en - route IFR procedures ;

— holding procedures ;

— instrument approaches to specified minima ;

— missed approach procedures ;

— landings from instrument approaches, including circling ;

(iii) in - flight maneuvers and particular flight characteristics ;

(iv) 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 shutdown and restart *(the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).*

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Aa. IR (A) — Competency - based Modular Flying Training Course (CBMFTC)

GENERAL

1. The aim of the competency-based modular flying training course is to train PPL or CPL holders for the instrument rating, taking into account prior instrument flight instruction and experience. It is designed to provide the level of proficiency needed to operate aeroplanes under IFR and in IMC. The course shall be taken within an ATO or consist of a combination of instrument flight instruction provided by an IRI (A) or an FI (A) holding the privilege to provide training for the IR and flight instruction within an ATO.

2. An applicant for such a competency-based modular IR (A) shall be the holder of a PPL (A) or CPL (A).

3. The course of theoretical instruction shall be completed within 18 months. The instrument flight instruction and the skill test shall be completed within the period of validity of the pass of the theoretical knowledge examinations.

4. The course shall comprise :

a) Theoretical knowledge instruction to the IR (A) knowledge level ;

b) Instrument flight instruction.

THEORETICAL KNOWLEDGE

5. An approved competency-based modular IR (A) course *shall comprise at least **80** hours* of theoretical knowledge instruction. The theoretical knowledge course may contain computer-based training and e-learning elements. A minimum amount of classroom teaching as required by *ORA. ATO. 305* has to be provided.

FLYING TRAINING

6. The method of attaining an IR (A) following this modular course is competency-based. However, the minimum requirements below shall be completed by the applicant. Additional training may be required to reach required competencies.

a) A Single-engine competency-based modular IR (A) course *shall include at least **40** hours* of Instrument Time Under Instruction, of *which up to **10** hours* may be instrument ground time in an FNPT I, or *up to **25** hours in an* FFS or FNPT II. A *maximum of **5** hours* of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

(i) when the applicant has :

(A) completed instrument flight instruction provided by an IRI (A) or an FI (A) holding the privilege to provide training for the IR ; *or*

(B) prior experience of instrument flight time as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC, these hours may be credited towards the ***40** hours above up to maximum of **30** hours ;*

(ii) when the applicant has prior instrument flight time under instruction other than specified in point *(a)(i),* these hours may be credited towards the required **40** hours up to a *maximum of **15** hours* ;

(iii) in any case, the flying training shall include *at least **10** hours* of instrument flight time under instruction in an aeroplane at an ATO ;

(iv) the total amount of dual instrument instruction *shall not be less than **25** hours*.

b) A multi-engine competency-based modular IR (A) course *shall include at least **45** hours* instrument time under instruction, of which *up to **10** hours* may be instrument ground time in an FNPT I, or *up to **30** hours* in an FFS or FNPT II. A *maximum of **5** hours* of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

(i) when the applicant has :

(A) completed instrument flight instruction provided by an IRI (A) or an FI (A) holding the privilege to provide training for the IR ; *or*

(B) prior experience of instrument flight time as PIC on aeroplanes, under a rating giving the privileges to fly under IFR and in IMC, these hours *may be credited towards the **45** hours* above *up to a maximum of **35** hours*.

(ii) when the applicant has prior instrument flight time under instruction other than specified in point (b)(i), these hours may be credited towards the required 45 hours up to a maximum of 15 hours ;

(iii) in any case, the flying training *shall include at least **10** hours* of instrument flight time under instruction in a multi-engine aeroplane at an ATO ;

(iv) the total amount of dual instrument instruction *shall not be less than **25** hours*, of which *at least **15** hours* shall be completed in a multi-engine aeroplane.

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

d) The completion of the instrument flight instruction provided by an IRI (A) or FI (A) in accordance with point (a)(i) or (b)(i) shall be documented in a specific training record and signed by the instructor.

7. The flight instruction for the competency-based modular IR (A) shall comprise :

a) procedures and maneuvers for basic instrument flight covering at least :

(i) basic instrument flight without external visual cues ;
(ii) horizontal flight ;
(iii) climbing ;
(iv) descent ;
(v) turns in level flight, climbing and descent ;
(vi) instrument pattern ;
(vii) steep turn ;
(viii) radio navigation ;
(ix) recovery from unusual attitudes ;
(x) limited panel ; *and*
(xi) recognition and recovery from incipient and full stall.

b) Pre - flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents for the preparation of an IFR flight plan ;

c) Procedure and maneuvers for IFR operation under normal, abnormal, and emergency conditions covering at least :

(i) transition from visual to instrument flight on take-off ;
(ii) standard instrument departures and arrivals ;
(iii) en - route IFR procedures ;

(iv) holding procedures ;
(v) instrument approaches to specified minima ;
(vi) missed approach procedures ; *and*
(vii) landings from instrument approaches, including circling.

d) in-flight maneuvers and particular flight characteristics ;

e) if required, operation of a multi-engine aeroplane in the above exercises, including :
(i) operation of the aeroplane solely by reference to instruments with one engine simulated inoperative ;
(ii) engine shutdown and restart *(to be carried out at a safe altitude unless carried out in an FFS or FNPT II).*

8. Applicants for the competency-based modular IR (A) holding a Part - FCL PPL or CPL and a valid IR (A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the training course mentioned in Paragraph 4. In order to be issued the IR (A), the applicant shall :

a) successfully complete the skill test for the IR (A) in accordance with Appendix 7 ;

b) demonstrate to the examiner during the Skill Test that he / she has acquired an adequate level of theoretical knowledge of air law, meteorology, flight planning and performance (IR) ; *and*

c) have a minimum experience of *at least **50** hours* of flight time under IFR as PIC on aeroplanes.

PRE - ENTRY ASSESSMENT

9. The content and duration of the pre-entry assessment shall be determined by the ATO based on the prior instrument experience of the applicant.

MULTI - ENGINE

10. The holder of a Single-engine IR (A) who also holds a Multi-engine Class or Type Rating wishing to obtain a Multi-engine IR (A) for the first time shall complete a course at an ATO comprising *at least **5** hours* instrument time under instruction in Multi-engine Aeroplanes, of *which **3** hours may* be in an FFS or FNPT II and shall pass a Skill Test.

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B. IR (H) — Modular Flying Training Course

1. The aim of the IR (H) Modular Flying Training Course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC.

2. An applicant for a modular IR (H) course shall be the holder of a PPL (H), or a CPL (H) or an ATPL (H). Prior to commencing the aircraft instruction phase of the IR (H) course, the applicant shall be the holder of the helicopter type rating used for the IR (H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in Multi- Pilot conditions.

3. An applicant wishing to undertake a Modular IR (H) Course shall be required to complete all the instructional stages in one continuous approved course of training.

4. The course of theoretical instruction shall be completed *within **18** months*. The flight instruction and the Skill Test shall be completed within the period of validity of the pass in the theoretical examinations.

5. The course shall comprise :

a) theoretical knowledge instruction to the IR knowledge level ;

b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR (H) course shall comprise *at least **150** hours of instruction*.

FLYING TRAINING

7. A ***Single - engine*** IR (H) Course shall comprise *at least **50** hours instrument time under instruction*, of which :

a) *up to **20** hours* may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR (H) in an Aeroplane, approved for this course ; *or*

b) *up to **35** hours* may be instrument ground time in a Helicopter FTD 2 / 3, FNPT II/III or FFS. The instrument flight instruction shall include *at least **10** hours* in an IFR - certificated Helicopter.

8. A ***Multi - engine*** IR (H) Course shall comprise *at least **55** hours instrument time* under instruction of which :

a) *up to **20** hours* may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR (H) in an Aeroplane, approved for this course ; *or*

b) *up to **40** hours* may be instrument ground time in a Helicopter FTD 2 / 3, FNPT II / III or FFS.

The instrument flight instruction shall include at least 10 hours in an IFR - certificated Multi - engine Helicopter.

9. 1. Holders of an ATPL (H) shall have the theoretical knowledge instruction hours *reduced by **50** hours.*

9 .2. The holder of an IR (A) may have the amount of training required *reduced to **10** hours.*

9 .3. The holder of a PPL (H) with a Helicopter *Night Rating* or a CPL(H) may have the total amount of instrument time under instruction required reduced *by **5** hours.*

10. The flying exercises up to the IR(H) Skill Test shall comprise :

a) 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 ;

b) procedure and maneuvers 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.

c) in - flight maneuvers and particular flight characteristics ;

d) if required, operation of a Multi - engine Helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart .

(the latter exercise to be carried out in an FFS or FNPT II or FTD 2 / 3).

C. IR (As) — Modular Flying Training Course

(reserved)

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Appendix 7. IR Skill Test

GENERAL

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test.

2. An applicant shall pass all the relevant sections of the Skill Test.

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 only repeat the failed section.

Failure in any section of the ***retest***, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again.

All relevant sections of the Skill Test shall be completed *within **6** months*.

Failure to achieve a pass in all relevant sections of the test *in **2** (two) attempts* will require further training.

3. Further training may be required following a failed Skill Test.

There is no limit to the number of Skill Tests that may be attempted.

CONDUCT of the IR SKILL TEST

4. 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 **1** hour*.

5. 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.

6. At the discretion of the Examiner, any maneuver 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 retest.

7. An applicant shall fly the aircraft from a position where the PIC 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 aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.

8. Decision Heights / Altitude *(DH / DA),* Minimum Descent Heights / Altitudes *(MDH / MDA)* and missed approach point shall be determined by the applicant and agreed by the Examiner.

9. An applicant for an IR 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 authorized Checklist for the aircraft 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 aircraft used.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to :

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

11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used :

Height :

Generally	± **100** *feet*
Starting a Go - around at Decision Height / Altitude	+ **50** *feet* / – **0** *feet*
Minimum Descent Height / Altitude / MAP	+ **50** *feet* / – **0** *feet*

Tracking :

On radio aids	± **5** °
Precision approach *azimuth and glide path*	- **half** scale deflection,

Heading :

all engines operating	± **5** °
with simulated engine failure	± **10** °

Speed :

all engines operating	± **5** *knots*
with simulated engine failure	+ **10** *knots* / – **5** *knots*

A. *CONTENT of the IR SKILL TEST for the AEROPLANE*

***SECTION 1* — PRE - FLIGHT OPERATIONS and DEPARTURE**	
Use of Checklist, airmanship, anti - icing / de - icing procedures, etc., apply in all sections	
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 (o)	Transition to instrument flight
i (o)	Instrument departure procedures, altimeter setting
j (o)	ATC liaison — compliance, R / T procedures
***SECTION 2* — GENERAL HANDLING (o)**	
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 (o)	Recovery from approach to stall in level flight, climbing/ descending turns and in landing configuration — *only applicable to aeroplanes*
e	Limited panel : stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes — *only applicable to aeroplanes*
***SECTION 3* — EN - ROUTE IFR PROCEDURES (o)**	
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 — compliance, R / T procedures
***SECTION 4* — PRECISION APPROACH PROCEDURES (o)**	
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	Compce 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

Aeroplanes *(cont'd)*

***SECTION 5* — NON-PRECISION APPROACH PROCEDURES (o)**	
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 (o)	ATC liaison — compliance, R / T procedures
***SECTION 6* — FLIGHT with ONE ENGINE INOPERATIVE *(multi - engine aeroplanes only)* (o)**	
a	Simulated engine failure after Take-off or on Go-around
b	Approach, Go-around and procedural missed approach with one engine inoperative
c	Approach and landing with one engine inoperative
d	ATC liaison — compliance, R / T procedures
(*)	May be performed in an FFS, FTD 2 / 3 *or* FNPT II.
(+)	May be performed in either ***section 4*** *or* ***section 5.***
(o)	Must be performed by sole reference to instruments.

B. CONTENT of the IR SKILL TEST for the HELICOPTER

	***SECTION 1 —* DEPARTURE**
Use of Checklist, airmanship, anti - icing / de - icing procedures, etc., apply in all sections	
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 / Air taxy in compliance with ATC or instructions of instructor
g	Pre - Take-off briefing, procedures and checks
h	Transition to instrument flight
i	Instrument departure procedures.
	***SECTION 2 —* GENERAL HANDLING**
a	Control of the helicopter 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 30 ° bank turns and steep descending turns
d (o)	Recovery from approach to stall in level flight, climbing/ descending turns and in landing configuration — *only applicable to aeroplanes*
e	Limited panel : stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes — *only applicable to aeroplanes*
	***SECTION 3 —* EN - ROUTE IFR PROCEDURES**
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.
d	Altimeter settings
e	Timing and revision of ETAs.
f	Monitoring of flight progress, flight log, fuel usage, systems' management
g	Ice protection procedures, simulated if necessary and if applicable
h	ATC liaison — compliance, R / T procedures
	***SECTION 4 —* PRECISION APPROACH PROCEDURES**
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	Compce 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

Helicopters *(cont'd)*

	SECTION 5 — **NON - PRECISION APPROACH PROCEDURES** (**o**)
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings and check's
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
	SECTION 6 — **ABNORMAL and EMERGENCY PROCEDURES**
	This section may be combined with ***sections 1*** through ***5.*** The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions *(touch drills),* follow-up actions and checks and flying accuracy, in the following situations :
a	Simulated engine failure after Take-off and on / during approach (**) *(at a safe altitude unless carried out in an FFS or FNPT II / III, FTD 2, 3)*
b	Failure of stability augmentation devices / hydraulic system *(if applicable)*
c	Limited panel 202 Approach and landing with one engine inoperative
d	Autorotation and recovery to a pre-set altitude
e	Precision approach manually without *(FD)* flight director (***) Precision approach manually with *(FD)* flight director (***)
(*)	To be performed in ***section 4*** *or* ***section 5.***
(**)	Multi - engine helicopter only.
(***)	Only one item to be tested.

C. CONTENT of the IR SKILL TEST for the AIRSHIP

(reserved)

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Appendix 8

Cross - crediting of the IR part of a Class or Type Rating Proficiency Check

A. Aeroplanes

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 :***
MP Type Rating ; High performance complex aeroplane Type Rating	SE class (*) *and* SE Type Rating (*), *and* SP ME class, and SP ME non - high performance complex aeroplane Type Rating, only credits for *section **3 B*** of the Skill Test for single pilot non-high performance complex aeroplane of Appendix 9 (*)
SP ME non - high performance complex aeroplane Type Rating, operated as single-pilot	SP ME class (*), *and* SP ME non - high performance complex aeroplane Type Rating, *and* SE class and type rating (*)
SP ME non - high performance complex aeroplane Type Rating, restricted to MP operation	**a.** SP ME class (*), *and* **b**. SP ME non - high performance complex aeroplane Type Rating (*), *and* **c.** SE Class and Type Rating (*)
SP ME Class Rating, operated as single - pilot	SE Class and Type Rating, *and* SP ME Class, *and* SP ME non - high performance complex aeroplane Type Rating
SP ME Class Rating, restricted to MP operation	SE Class and Type Rating (*), *and* SP ME Class (*), *and* SP ME non-high performance complex aeroplane Type Rating (*)
SP SE Class Rating	SE Class and Type Rating
SP SE Type Rating	SE Class and Type Rating
(*) *Provided that within the preceding 12 months the applicant has flown at least (**3**) three IFR departures and approaches on an SP class or type of aeroplane in single pilot (SP) operations, or, for multi-engine non-high performance non-complex aeroplanes, the applicant has passed section **6** of the Skill Test for single-pilot non-high performance non-complex aeroplanes flown solely by reference to instruments in single-pilot operation*	

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B. Helicopters

Credits shall be granted only when the holder is ***revalidating IR privileges*** for single - engine and single - pilot multi - engine helicopters 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 :***
MPH Type Rating	SE Type Rating (*), *and* SP ME Type Rating (*)
SP ME Type Rating, operated as single - pilot	SE Type Rating SP ME Type Rating,
SP ME Type Rating, restricted to *(MP)* multi - pilot operation	SE Type Rating (*) SP ME Type Rating (*),
(*) *Provided that within the preceding 12 months at least (**3**) three IFR departures and approaches have been performed on an single -pilot (SP) type of helicopter in an SP operation.*	

Appendix 9

Training, Skill Test and Proficiency Check for MPL, ATPL, Type and Class Ratings, and Proficiency Check for IRs

A. GENERAL

1. An applicant for a Skill Test shall have received instruction on the same class or type of aircraft to be used in the test.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. There is no limit to the number of Skill Tests that may be attempted.

CONTENT of the TRAINING, SKILL TEST / PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Part - 21, the syllabus of flight instruction the Skill Test and the Proficiency Check shall comply with this Appendix. The syllabus Skill Test and Proficiency Check may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part - 21.

5. Except in the case of Skill Tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part - 21 for the specific type, credit may be given for Skill Test items common to other types or variants where the pilot is qualified. / 18. 3. 2015 L 74 / 7 *Official Journal of the European Union* /

CONDUCT of the TEST / CHECK

6. The examiner may choose between different Skill Test or Proficiency Check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight *(FFS)* simulators and other training devices *(OTD),* when available, shall be used, as established in this Part.

7. During the Proficiency Check, the examiner shall verify that the holder of the Class or Type Rating maintains an adequate level of theoretical knowledge.

8. 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.

9. At the discretion of the Examiner, any maneuver 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.

10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test / check under single - pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.

11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant 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 Check - List for the aircraft on which the test is being taken 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 *(OM)* or flight manual *(FM)* for the aircraft used. Decision heights / altitude *(DH / A),* minimum descent heights / altitudes *(MDH / A)* and missed approach point *(MAP)* shall be agreed upon with the Examiner.

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

SPECIFIC REQUIREMENTS for the SKILL TEST / PROFICIENCY CHECK for MULTI - PILOT AIRCRAFT TYPE RATINGS, for SINGLE - PILOT AEROPLANE TYPE RATINGS, when OPERATED in MULTI - PILOT OPERATIONS, for MPL and ATPL

13. The Skill Test for a multi - pilot aircraft *(MPA)* or a single - pilot aeroplane *(SPA)* when operated in multi - pilot operations shall be performed in a multi - crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

14. The applicant shall operate as PF during all sections of the Skill Test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi - pilot aircraft Type Rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the Skill Test if all items can be executed from the selected seat.

15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a Type Rating for multi - pilot aircraft or for multi - pilot operations in a single - pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF :

a) management of crew cooperation ;

b) maintaining a general survey of the aircraft operation by appropriate supervision ; *and*

c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

16. The test / check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

17. When the Type Rating Course *has included less than 2 hours flight training on the aircraft*, the Skill Test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent Authority before the new Type Rating is entered in the applicant's licence.

B. Specific Requirements for the Aeroplane Category

PASS MARKS

1. In the case of *Single - pilot Aeroplanes*, with the exception of for Single - pilot high performance complex Aeroplanes, the applicant shall pass all sections of the Skill Test or Proficiency Check. If any item in a section is failed, that section is failed. Failure in more than ***1 (one) section*** will require the applicant to take the entire test or check again.
Any applicant failing only ***1 (one) section*** shall take the failed section again.
Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again.
For Single - pilot Multi - engine Aeroplanes, *section **6*** of the relevant test or check, addressing asymmetric flight, shall be passed.

2. In the case of *Multi - pilot* and *Single - pilot high performance complex Aeroplanes*, the applicant shall pass all sections of the Skill Test or Proficiency Check.
Failure *of more than **5** (five) items* will require the applicant to take the entire test or check again. Any applicant *failing **5** (five) or less* items shall take the failed items again.
Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again.
*Section **6*** is not part of the ATPL or MPL Skill Test.
If the applicant only fails or does not take *section **6**,* the Type Rating will be issued without CAT II *or* CAT III privileges.
To extend the Type Rating privileges to CAT II or CAT III, the applicant shall pass the *section **6*** on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to :

a) operate the aeroplane within its limitations ;
b) complete all maneuvers 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 maneuver is always assured ;
f) understand and apply crew coordination and incapacitation procedures, *if applicable* ; *and*
g) communicate effectively with the other crew members, *if applicable*.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used :

Height

Generally	± **100** feet
Starting a Go-around at DH *(decision height)*	+ **50** feet / – **0** feet
MDH / A *(minimum descent height / 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 TRAINING / SKILL TEST / PROFICIENCY CHECK (SPL)

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

a) The following symbols mean :

P = Trained as PIC or Co-pilot and as Pilot Flying *(PF)* and Pilot Not Flying *(PNF)* ;

X = Flight simulators shall be used for this exercise, *if available*, otherwise an aeroplane shall be used if appropriate for the maneuver or procedure ;

P # = The training shall be complemented by supervised aeroplane inspection ;

b) 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 ;

FFS = Full Flight Simulator ;

FTD = Flight Training Device *(including FNPT II for ME Class Rating) ;*

c) The starred (*) items of *section **3 B*** and, for multi - engine, *section **6,*** shall be flown solely by reference to instruments *if revalidation / renewal of an IR 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 IR privileges, the Class or Type Rating will be restricted to VFR only ;

d) *Section **3 A*** 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 **3 A*** is not required *if section **3 B** is completed.*

e) Where the letter **" M "** appears in the Skill Test or Proficiency Check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

f) An FFS or an FNPT II shall be used for practical training for Type or multi - engine Class Ratings if they form part of an approved Class or Type Rating Course. The following considerations will apply to the approval of the course :

(i) the qualification of the FFS or FNPT II as set out in the relevant requirements of Part - ARA and Part - ORA ;

(ii) the qualifications of the instructors ;

(iii) the amount of FFS or FNPT II training provided on the course ; *and*

(iv) the qualifications and previous experience on similar types of the pilot under training.

g) When a Skill Test or Proficiency Check is performed in multi - pilot operations, the Type Rating shall be restricted to multi - pilot operations.

Applicant's Name	***PRACTICAL TRAINING***				**Class or Type Rating, Skill Test , Proficiency Check**	
Single - Pilot Aeroplanes, except for High Performance Complex Aeroplanes	*TRAINED*			Instructors initials when Training completed	Checked in	Examiners initials when Test completed
Manoeuvres / Procedures	**FTD**	**FFS**	**A**		**FFS A**	
SECTION 1						
1 Departure 1.1 Pre-flight including : Documentation Mass and Balance, Weather briefing, NOTAM						
1.2 ***Pre-start checks*** :						
1.2.1 External	P #		P			
1.2.2 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 setting's ; 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						
SECTION 2						
2. Airwork [VMC] **2.1** Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps *(including approach to VMCA when applicable)*		P----->	----->			
2.2 ***Steep turns*** *(360° left & 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	
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						
SECTION 3A						
3A. En Route procedures VFR *(see* ***B. 5*** *(c) and (d))* **3A.1** Flight plan, dead reckoning and map reading						
3A. 2 Maintenance of Altitude, Heading & Speed						
3A. 3 Orientation, timing and revision of ETA's						
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						

Applicant's Name	***PRACTICAL TRAINING***				**Class or Type Rating, Skill Test, Proficiency Check**	
Single - Pilot Aeroplanes, except for High Performance Complex Aeroplanes	*TRAINED*			Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**FTD**	**FFS**	**A**		**FFS A**	
SECTION 3 B						
3 B. Instrument flight						
3.B.1* ***Departure :*** IFR		P----->	---->		M	
3.B.2* ***En - route*** IFR		P----->	---->		M	
3.B.3* ***Holding Procedures***		P----->	---->		M	
3.B.4* ILS to DH / A of **200**' *(60 m)* or to procedure minima *(autopilot may be used to glideslope interception)*		P----->	---->		M	
3.B.5* Non - precision Approach to MDH / A and MAP		P----->	---->		M	
3.B.6* Flight exercises including simulated failure of the compass and altitude indicator : rate 1 turns ; recoveries from unusual altitudes.	P----->	----->	---->		M	
3.B.7* Failure of Localiser or Glideslope	P----->	----->	----->			
3.B.8* ATC liaison – Compliance, R / T procedure						
Intentionally left blank						
SECTION 4						
4. Arrival and Landings						
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 ***2 000'*** 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						
SECTION 5						
5. Abnormal and Emergency procedures *(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) *(at a safe altitude if performed in the aircraft)*	P----->	----->	----->			
5.6 ATC liaison - Compliance, R/T procedure						

Applicant's Name	***PRACTICAL TRAINING***				**Class or Type Rating, Skill Test, Proficiency Check**	
Single - Pilot Aeroplanes, except for High Performance Complex Aeroplanes	*TRAINED*			Instructors \initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**FTD**	**FFS**	**A**		**FFS A**	
SECTION 6						
6. Simulated asymmetric flight						
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 FFS 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						

- cont'd -

CONTENT of the TRAINING / SKILL TEST / PROFICIENCY CHECK (MPL)

6. ***Multi - pilot aeroplanes*** and *Single - pilot high performance complex Aeroplanes* :

(a) The following symbols mean :

P = Trained as PIC or Co-pilot and as *PF* and *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 ;

(b) 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 ;
FFS = Full Flight Simulator ;
FTD = Flight Training Device ;
OTD = Other Training Devices

(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the Skill Test or Proficiency Check, the Type Rating will be restricted to VFR only.

(d) Where the letter **" M "** appears in the Skill Test or Proficiency Check column this will indicate the mandatory exercise.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved Type Rating Course. The following considerations will apply to the approval of the course :

(i) the qualification of the FFS or FNPT II ;

(ii) the qualifications of the instructors ;

(iii) the amount of FFS or FNPT II training provided on the course ; *and*

(iv) the qualifications and previous experience on similar types of the pilot under training.

(f) Maneuvers and procedures shall include MCC for multi - pilot aeroplane and for single - pilot high performance complex aeroplanes in multi - pilot operations ;

(g) Maneuvers and procedures shall be conducted in single - pilot role for single - pilot high performance complex aeroplanes in single - pilot operations ;

(h) In the case of single - pilot high performance complex aeroplanes, when a Skill Test or Proficiency Check is performed in multi - pilot operations, the Type Rating shall be restricted to multi - pilot operations. If privileges of single - pilot are sought, the maneuvers / procedures in 2.5, 3. 9. 3. 4, 4. 3, 5. 5 and at least one maneuver / procedure from section 3. 4 have to be completed in addition as single - pilot.

(i) In case of a restricted Type Rating issued in accordance with *FCL. 720. A (e),* the applicants shall fulfill the same requirements as other applicants for the Type Rating except for the practical exercises relating to the Take-off and landing phases.

Applicant's Name	***PRACTICAL TRAINING***					**ATPL / MPL Type Rating, Skill Test or Proficiency Check**	
Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes	*TRAINED*				Instructors initials when training completed	Checked in **FFS A**	Examiners initials when test completed
Manoeuvres / Procedures	**OTD**	**FTD**	**FFS**	**A**			
SECTION 1							
1. Flight preparation ***1.1 Performance calculation***	P						
1.2 Aeroplane external visual inspection ; 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	
SECTION 2							
2. Take-Off's *:* ***2.1*** Normal T.O. with different flap setting's, including expedited Take-off			P---->	----->			
2.2* Instrument T. O.; transition to instrument flight is required during rotation or immediately after becoming airborne			P---->	----->			
2.3 Crosswind Take - off			P---->	---->			
2.4 Take-off at maximum T. O. mass *(actual or simulated maximum T.O. mass)*			P---->	----->			
2.5 Take - offs with simulated engine failure : ***2.5.1*** * shortly after reaching $\mathbf{V_2}$ *(in aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding T. O. mass and density altitude, the instructor may simulate the engine failure shortly after reaching V_2)*			P---->	----->			
2.5.2 * between $\mathbf{V_1}$ and $\mathbf{V_2}$			P	X		M FFS only	
2.6 Rejected Take-off at a reasonable speed before reaching V_1			P---->	--->X		M	
SECTION 3							
3. Flight Manoeuvres and Procedures ***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---->	---->	---->	---->			

Applicant's Name	***PRACTICAL TRAINING***					**ATPL / MPL Type Rating, Skill Test or Proficiency Check**	
Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes	*TRAINED*				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**OTD**	**FTD**	**FFS**	**A**		**FFS A**	
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		----->	---->	----->			
3.4.7 Anti - icing / de - icing system, Glare shield heating		----->	---->	---->			
3.4.8. Autopilot / Flight Director		----->	---->	----->		**M** *(single pilot only)*	
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---->	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---->	---->	---->	---->			
3.6. Abnormal and Emergency procedures						M	A mandatory minimum of three 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, shutdown and restart at a safe height		P---->	----->	---->			
3.6.4. Fuel dumping *(simulated)*		P---->	----->	----->			
3.6.5. Wind shear at Take-off / landing			P	X		FFS only	
3.6.6. Simulated cabin pressure failure / Emergency descent			P---->	---->			

Applicant's Name	***PRACTICAL TRAINING***					**ATPL / MPL Type Rating, Skill Test or Proficiency Check**	
Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes	*TRAINED*				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**OTD**	**FTD**	**FFS**	**A**		**FFS A**	
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 --->	--->	--->	*An aircraft may not be used*		FFS 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			
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 FD *(flight director)*			P---->	----->		**M** *(skill test only)*	
3.9.3.2* manually, with FD *(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 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 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	
3.9.4* Non - precision approach down to the MDH / A			P*-->	---->		M	

Applicant's Name	***PRACTICAL TRAINING***					**ATPL / MPL Type Rating, Skill Test or Proficiency Check**	
Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes	*TRAINED*				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**OTD**	**FTD**	**FFS**	**A**		**FFS A**	
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 ; *followed by* : (b) circling approach to another runway at least 90° off centerline from final approach used in item (a), at the authorized 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*--->	---->			
SECTION 4							
4. Missed Approach Procedures							
4.1. Go - around with all engines operating * after an ILS approach on reaching DH			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 MAP't			P*--->	---->		M	
4.4 Rejected landing at **15** m (**50** ft) above runway threshold and Go-around			P---->	----->			
SECTION 5							
5. Landing's							
5.1. Normal landings* also after an ILS approach with transition to visual flight on reaching DH			P				
5.2. Landing with simulated jammed horizontal stabilizer in any out - of - trim position			P---->	*An aircraft may not be used for this exercise*			
5.3. Crosswind 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 — aeroplanes with 3 engines *:the centre engine and 1 outboard engine as far as practicable according to data of the AFM ;* — aeroplanes with 4 eng. : *2 eng. at one side.*			P	X		M *FFS only (skill test only)*	
General remarks : *Special requirements for extension of a Type Rating for instrument approaches down to a DH (decision height) of less than 200 feet (60 m), i. e.* ***Cat II / III*** *operations.*							

Applicant's Name	***PRACTICAL TRAINING***					**ATPL / MPL Type Rating, Skill Test or Proficiency Check**	
Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes	*TRAINED*				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**OTD**	**FTD**	**FFS**	**A**		**FFS A**	
SECTION 6							
Additional authorization on a Type Rating for instrument approaches down to a DH decision height of less than **60** m (**200** ft)(**CAT II / III**). *The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.*							
6.1* Rejected Take - off at minimum authorised RVR			P*--->	--->X *an aircraft may not be used for this exercise*		M*	
6.2. ILS approaches : in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard Procedures of crew coordination *(task sharing, call out procedures, mutual surveillance, information exchange and support)* shall be observed			P--->	---->		M	
6.3* Go-around : after approaches as indicated in 6. 2 on reaching DH. The training shall also include a Go- around due to *(simulated)* insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, 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	
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Note : *CAT II / III operations shall be accomplished in accordance with the applicable air operations requirements.*

7. ***Class Ratings — Sea.***

(reserved)

C. Specific Requirements for the Helicopter Category

1. In case of Skill Test or Proficiency Check for Type Ratings and the ATPL the applicant shall pass *sections **1*** to ***4*** and ***6** (as applicable)* of the Skill Test or Proficiency Check. Failure in more than five items will require the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the Skill Test or Proficiency Check shall be completed *within **6** months*.

2. In case of Proficiency Check for an IR the applicant shall pass *section **5*** of the Proficiency Check. Failure in more than three items will require the applicant to take the entire *section **5** again*. An applicant failing not more than three items shall take the failed items again. Failure in any item of the re-check or failure in any other items of *section **5*** already passed will require the applicant to take the entire check again.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to :

a) operate the helicopter within its limitations ;
b) complete all maneuvers with smoothness and accuracy ;
c) exercise good judgement and airmanship ;
d) apply aeronautical knowledge ;
e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or maneuver is never in doubt ;
f) understand and apply crew coordination and incapacitation procedures, if applicable ; *and*
g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits

Height :	
Generally	± **100** feet
Starting a Go - around at decision height / altitude	+ **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 :	
Normal operations :	± **5** °
Abnormal operations / emergencies :	± **10** °
Speed :	
Generally :	± **10** knots
With simulated engine failure	+ **10** knots / – **5** knots

(b) ***VFR flight limits***

Height :

Generally ± **100** feet

Heading:

Normal operations : ± **5** °

Abnormal operations / emergencies ± **10** °

Speed :

Generally : ± **10** knots

With simulated engine failure : + **10** knots / – **5** knots

Ground drift :

T.O. hover I. G. E. ± **3** feet

Landing ± **2** feet *(with **0** feet rearward or lateral flight)*

CONTENT of the TRAINING / SKILL TEST / PROFICIENCY CHECK for SPL (H) / MPL (H)

GENERAL

5. The following symbols mean :

P = Trained as PIC for the issue of a Type Rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a Type Rating for MPH.

6. 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 :

FFS = Full Flight Simulator ;

FTD = Flight Training Device ;

H = Helicopter

7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR (H), or extend the privileges of that rating to another type.

8. Instrument flight procedures (*section **5***) shall be performed only by applicants wishing to renew or revalidate an IR (H) or extend the privileges of that rating to another type. An FFS or FTD 2 / 3 may be used for this purpose.

9. Where the letter **" M "** appears in the Skill Test or Proficiency Check column this will indicate the mandatory exercise.

10. An FSTD shall be used for practical training and testing if the FSTD forms part of a Type Rating Course. The following considerations will apply to the course :

(i) the qualification of the FSTD as set out in the relevant requirements of Part - ARA and Part - ORA ;

(ii) the qualifications of the instructor and examiner ;

(iii) the amount of FSTD training provided on the course;

(iv) the qualifications and previous experience in similar types of the pilot under training ; *and*

(v) the amount of supervised flying experience provided after the issue of the new Type Rating.

MULTI - PILOT HELICOPTERS

11. Applicants for the Skill Test for the issue of the multi-pilot helicopter type rating and ATPL (H) shall take only *sections **1*** to ***4*** and, if applicable, *section **6.***

12. Applicants for the revalidation or renewal of the multi-pilot helicopter Type Rating / Proficiency Check shall take only *sections **1*** to ***4*** and, if applicable, *section **6.***

Applicant's Name	***Practical Training***				**SKILL TEST or PROFICIENCY CHECK**	
SINGLE / MULTI - PILOT HELICOPTERS				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**FTD**	**FFS**	**H**		**FFS H**	
SECTION 1 --- Pre - flight Preparations and Checks						
1.1 Helicopter exterior visual inspection ; location of each item and purpose of inspection			P		M *(if performed in the H)*	
1.2 Cockpit inspection		P	----->		M	
1.3. Starting procedures, radio and navigation equipmen check, selection and setting of navigation and communication frequencies	P	----->	----->		M	
1.4. Taxiing / air taxiing in compliance with ATC instructions or with instructions of an instructor		P	----->		M	
1.5. Pre - Take-off procedures and checks	P	----->	----->		M	
SECTION 2 --- Flight Manoeuvres and Procedures						
2.1. Take - offs *(various profiles)*		P	----->		M	
2.2. Sloping ground or cross wind Take - offs & landings		P	----->			
2.3. Take-off at maximum Ttake-off mass *(actual or simulated maximum Take-off mass)*	P	------>	------>			
2.4. Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	------>		M	
2.4.1. Take - off with simulated engine failure shortly after reaching TDP or DPATO		P	----->		M	
2.5. Climbing and descending turns to specified headings	P	----->	----->		M	
2.5.1. Turns with 30 ° bank, 180 ° to 360 ° left and right, by sole reference to instruments	P	----->	----->		M	
2.6. Autorotative descent	P	----->	----->		M	
2.6.1. Autorotative landing *(SEH only)* or power recovery		P	----->		M	
2.7. Landings, various profiles		P	----->		M	
2.7.1. Go - around or landing following simulated engine failure before LDP or DPBL		P	----->		M	
2.7.2. Landing following simulated engine failure after LDP or DPBL		P	----->		M	
SECTION 3 --- Normal and abnormal operations of the following systems and procedures						
3. Normal and abnormal operations of the following systems and procedures :					M	*A mandatory minimum of 3 (**three**) items shall be selected from this section*
3.1. Engine	P	----->	----->			
3.2. Air conditioning *(heating, ventilation)*	P	----->	----->			
3.3. Pitot / static system	P	----->	----->			
3.4. Fuel system	P	----->	----->			
3.5. Electrical system	P	----->	----->			
3.6. Hydraulic system	P	----->	----->			
3.7. Flight Control and Trim system	P	----->	----->			

Applicant's Name	***Practical Training***				**SKILL TEST or PROFICIENCY CHECK**	
SINGLE / MULTI - PILOT HELICOPTERS				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**FTD**	**FFS**	**H**		**FFS H**	
3.8. Anti - icing and de - icing system	P	----->	----->			
3.9. Autopilot / Flight Director	P	----->	----->			
3.10. Stability augmentation devices	P	----->	----->			
3.11. Weather radar, radio altimeter, transponder	P	----->	----->			
3.12. Area Navigation System	P	----->	----->			
3.13. Landing gear system	P	----->	----->			
3.14. Auxiliary Power Unit	P	----->	----->			
3.15. Radio, navigation equipment, instruments flight management system	P	----->	----->			
SECTION 4 --- Abnormal and Emergency Procedures						
4. Abnormal and emergency procedures					M	*A mandatory minimum of **three** items shall be selected from this section*
4.1. Fire drills *(including evacuation, if applicable)*	P	----->	----->			
4.2. Smoke control and removal	P	----->	----->			
4.3. Engine failures, shutdown and restart at a safe height	P	----->	----->			
4.4. Fuel dumping *(simulated)*	P	----->	----->			
4.5. Tail rotor control failure *(if applicable)*	P	----->	----->			
4.5.1. Tail rotor loss *(if applicable)*	P	----->	*Helicopter may not be used for thisexercise*			
4.6. Incapacitation of crew member - MPH only	P	----->	----->			
4.7. Transmission malfunctions	P	----->	----->			
4.8. Other emergency procedures as outlined in the appropriate Flight Manual	P	----->	----->			
SECTION 5 --- Instrument flight procedures *(to be performed in IMC or simulated IMC)*						
5.1. Instrument Take - off : transition to instrument flight is required as soon as possible after becoming airborne	P*	----->*	----->*			
5.1.1. Simulated engine failure during departure	P*	----->*	----->*		M*	
5.2. Adherence to departure and arrival routes and ATC instructions	P*	----->*	----->*		M*	
5.3. Holding procedures	P*	----->*	----->*			
5.4. ILS approaches down to CAT I DH	P*	----->*	----->*			
5.4.1. Manually, without FD *(flight director)*	P*	----->*	----->*		M*	
5.4.2. Precision approach manually, with or without FD *(flight director)*	P*	----->*	----->*		M*	
5.4.3. With coupled autopilot	P*	----->*	----->*			
5.4.4. Manually, with one engine simulated inoperative. *(Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)*	P*	----->*	----->*		M*	

Applicant's Name	***Practical Training***				**SKILL TEST or PROFICIENCY CHECK**	
SINGLE / MULTI - PILOT HELICOPTERS				Instructors initials when training completed	Checked in	Examiners initials when test completed
Manoeuvres / Procedures	**FTD**	**FFS**	**H**		**FFS H**	
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5.5. Non - precision approach down to the MDA / H *(minimum descent altitude)*	P*	----->*	----->*		M*	
5.6. Go - around with all engines operating on reaching DA / DH or MDA / MDH	P*	----->*	----->*			
5.6.1. Other missed approach procedures	P*	----->*	----->*			
5.6.2. Go - around with one engine simulated inoperative on reaching DA / DH or MDA / MDH	P*				M*	
5.7. IMC autorotation with power recovery	P*	----->*	----->*		M*	
5.8. Recovery from unusual attitudes	P*	----->*	----->*		M*	
SECTION 6 --- Use of optional equipment						
6. Use of optional equipment	P	----->	----->			
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D. Specific Requirements for the Powered - lift Aircraft Category

(reserved)

E. Specific Requirements for the Airship Category

(reserved)

Appendix 10

ОБРАЗЦЫ ДОКУМЕНТАЦИИ КАСАЮЩЕЙСЯ ПОЛУЧЕНИЯ СВИДЕТЕЛЬСТВА и / или ПОЛУЧЕНИЯ и ПРОДЛЕНИЯ КВАЛИФИКАЦИОННЫХ ДОПУСКОВ ТИПА ДРУГИХ, КРОМЕ ПИЛОТОВ, ЧЛЕНОВ ЭКИПАЖА :

- **Штурманов - Navigator - F / N ,**
- **Бортинженеров - Flight Engineer - F / E ,**
- **Бортрадистов - Radio Operator - F / RO и**
- **Бортоператоров - Load Master - F / LM .**

РУКОВОДСТВА и ПРОЦЕДУРЫ.

Specific Requirement's for the Conventional Aircraft category Type of Documentation , Application and Report Form for Issuing, Renewal for License and Type Rating's for Flight Crew another than Pilot Crew member

ПРЕАМБУЛА

1. Авиационные правила – Освидетельствование авиационного персонала гражданской авиации (пилоты, штурманы, бортинженеры, бортрадисты, бортпроводники, бортоператоры), разработаны на основании " Закона об авиации " Республики Армения от 22.02.20007 г., Европейских Авиационных Правил – " AIR CREW ", а также Приложения 1 ИКАО.

2. Авиационный персонал гражданской авиации обязан соблюдать действующие авиационные правила, процедуры оценки и экзаменационные процедуры, устанавливаемые ГУГА РА с целью сертификации и освидетельствования.

3. Для обеспечения выполнения данных авиационных правил Annex I " Part - FCL " ГУГА РА издает приказы, директивы, указания и процедуры.

1. ОБЩИЕ ПОЛОЖЕНИЯ

1.1 СВИДЕТЕЛЬСТВА и КВАЛИФИКАЦИОННЫЕ ДОПУСКИ ЧЛЕНОВ ЛЕТНОГО ЭКИПАЖА - не ПИЛОТОВ (Штурмана, Бортинженеры, Бортрадисты, Бортоператоры)

Главное Управление Гражданской Авиации при Правительстве Республики Армения выдает свидетельства авиационного персонала - членов летного экипажа в соответствии с требованиями ARM - FCL .

1.1.1 Если владелец свидетельства члена летного экипажа не имеет действительного и соответствующего квалификационного допуска типа, то он не должен выполнять соответствующие функции члена летного экипажа ВС, за исключением функций соответствующего члена летного экипажа, выполняющего тест на мастерство или проходящего летную подготовку.

1.1.2 Квалификационный допуск типа является действительным в течении 12 месяцев от даты получения или от предыдущей даты окончания срока действия допуска, если продление проводилось в течение периода действительности допуска.

1.1.3 Кандидат на продление срока действия квалификационного допуска типа должен пройти профессиональную проверку на соответствующем типе ВС в пределах трех месяцев, непосредственно предшествующих дате окончания срока действия квалификационного допуска.

1.1.4 Кандидат, не прошедший профессиональную проверку до окончания срока действия квалификационного допуска типа, не должен осуществлять права этого квалификационного допуска, пока профессиональная проверка не будет успешно выполнена.

1.1.5 Владелец квалификационного допуска типа имеет право выполнять функции члена летного экипажа ВС того типа, который указан в квалификационном допуске.

1.1.6 Только для перечисленных членов летного экипажа - Штурмана, Бортрадиста и Бортоператора, количество квалификационных допусков, которыми можно владеть одновременно ограничено 3- мя типами ВС.

1.1.7 Кандидат на получение свидетельства члена летного экипажа должен иметь возраст не менее 18 лет.

(i) для Штурмана и Бортрадиста дополнительным необходимым требованием является наличие сертификата, подтверждающего требования знания по уровню владения английским языком не ниже Level 4 ICAO ;

(ii) для Бортинженера дополнительным необходимым требованием является стаж работы на должностях технического состава в авиации не менее 3 лет.

(A) Кандидат на получение свидетельства *должен представить в ГУГА РА следующие документы :*

(a) в случае обновления свидетельства :

- соответствующее заявление ;
- 1 цветную фотографию 4 x 5 см. без головного убора ;
- документ *(оригинал и ксерокопию)*, подтверждающий личность заявителя *(паспорт, удостоверение личности) ;*
- результаты теста на мастерство *(Proficiency Check)* ;
- действующий медицинский сертификат, соответствующего класса ;
- документы о прохождении, соответствующих тренировок и курсов, подтверждающие право на продление допусков к полетам на соответствующем типе ВС и условиям их выполнения .

(b) в случае первоначального получения свидетельства *кандидат дополнительно должен представить следующие документы :*

- сертификат и / или диплом об успешном прохождении соответствующей подготовки ;
- сертификат о прохождении учебного курса по взаимодействию в многопилотном экипаже *(MCC),* если этот курс не был совмещен с учебным курсом для получения квалификационного допуска типа ;
- документы подтверждающие прохождение, соответствующих практических тренировок с использованием оборудования симуляции процедур и самих полетов *(FTD, OTD, FS и / или FFS),* а также летных тренировок на ВС соответствующего типа, подтверждающие право на получение квалификационного допуска к полетам на данном типе ВС и условиям их выполнения ;
- результаты теста на мастерство *(Skill Test) ;*
- заявление и результат прохождения письменного / компьютезированного тестирования в ГУГА РА ;

(B) Кандидат на продление действия квалификационного допуска типа *должен представить в ГУГА РА следующие документы :*

(a) соответствующее заявление ;

(b) результаты теста на мастерство *(Proficiency Check)* ;

(c) документы о прохождении, соответствующих тренировок и курсов, подтверждающие право на продление допусков к полетам на соответствующем типе ВС и условиям их выполнения ;

(d) действительный медицинский сертификат соответствующего класса.

(e) летную книжку ;

(C) Кандидат на восстановление действия квалификационного допуска типа *должен представить в ГУГА РА следующие документы :*

(a) соответствующее заявление ;

(b) 1 цветную фотографию 4 x 5 см. без головного убора ;

(c) документ *(оригинал и ксерокопию)*, подтверждающий личность заявителя *(паспорт, удостоверение личности) ;*

(d) действительный медицинский сертификат соответствующего класса ;

(e) документы о прохождении, соответствующих тренировок и курсов, подтверждающие право на продление допусков к полетам на соответствующем типе ВС и условиям их выполнения ;

(f) результаты теста на мастерство *(Skill Test) ;*

(g) заявление и результат прохождения письменного / компьютезированного тестирования в ГУГА РА ;

(h) летную книжку ;

(i) в случае перерыва более 5 лет с момента окончания последнего срока действия допуска типа или класса – выполнить требования ARM -FSL, как в случае первоначального получения свидетельства.

1. 2 Теоретическая и Летная Подготовка для Получения Квалификационного Допуска Типа Члена Летного Экипажа ВС

1.2.1 Теоретическая подготовка :

(a) кандидат на получение квалификационного допуска типа для многопилотных самолетов, эксплуатируемых летным экипажем, должен пройти требуемую теоретическую подготовку и продемонстрировать уровень знаний, необходимый для безопасной эксплуатации соответствующего типа ВС ;

(b) теоретическая подготовка должна проводиться уполномоченным и одобренным ГУГА РА органом, владеющим соответствующим квалификационным персоналом для ее проведения. Данный персонал должен иметь соответствующий опыт в авиации и знания по конкретному типу ВС по которому проводится теоретическая подготовка. Данный персонал должен включать, как правило, специалистов по летной эксплуатации; штурманов, инженеров по техническому обслуживанию, имеющих опыт инструкторской работы с допуском на соответствующем типе.

(c) письменное тестирование, для первоначального получения квалификационного допуска типа должно состоять, как минимум, из ста вопросов, содержащих несколько вариантов ответов, охватывающих основные предметы программы.
Тестировоние считается успешным при правильном ответе на 75 % вопросов из каждого основного предмета программы ;

(d) теоретические знания для профессиональной проверки должны проверяться перечнем вопросов с несколькими вариантами ответов или другим подходящим методом.

1.2.2 Летная - практическая подготовка

(a) курсы летной - практической подготовки должны быть одобрены ГУГА РА.
Учебные организации должны выполнить соответствующие требования, установленные ГУГА РА .

(b) курсы летной подготовки для вышеуказанной цели должны проводиться в АТО. Курсы летной - практичеслой подготовки могут также проводиться организацией по подготовке или субконтрактной организацией по подготовке, организованной эксплуатантом или изготовителем воздушного судна ;

(c) кандидат на получение квалификационного допуска типа должен пройти курс летной - практичеслой подготовки, которая как правило, включает подготовку на устройствах по симуляции действий и полетов *(FTD, OTD, FS и / или FFS)* а также полеты на ВС, которая должна соответствовать требованиям, предявляемым к тесту на мастерство для получения квалификационного допуска типа .

1.2.3. Процедура выполнения теста на мастерство и профессиональной проверки для получения свидетельства члена летного экипажа , получения и продления квалификационных допусков типа.

(a) Кандидат должен пройти требуемую подготовку в соответствии с программой, указанной в *Appendix 10 ARM - FCL* .

(b) Разделы, которые должен выполнить кандидат в ходе теста на мастерство / профессиональной проверки, приведены в *Appendix 10 ARM - FCL.* С одобрения ГУГА РА может быть разработано несколько вариантов прохождения теста на мастерство / профессиональной проверки, включающих полеты по маршруту. Экзаменатор может выбрать один из этих вариантов. Как правило должны использоваться летные тренажеры, и другие одобренные учебные средства.

(c) Кандидат должен выполнить все разделы теста на мастерство / профессиональной проверки.
Невыполнение кандидатом более одного раздела требует от него повторного прохождения теста на мастерство / профессиональной проверки в полном объеме.
Кандидат, не выполнивший только один раздел должен сдать этот раздел повторно.
При невыполнении любого раздела при повторном тесте на мастерство / профессиональной проверке, включая разделы, успешно пройденные в предыдущей попытке, необходимо выполнить тест на мастерство / профессиональную проверку в полном объеме снова.

(d) После неудачного прохождения теста на мастерство / профессиональной проверки может потребоваться дополнительная подготовка.
Невыполнение всех разделов в двух попытках требует дополнительной подготовки кандидата в порядке, определенном экзаменатором.
Количество попыток прохождения тестов на мастерство / профессиональных проверок не ограниченно.

1.2.4 Порядок Проведения Теста на Мастерство / Профессиональной Проверки.

(a) ГУГА РА должен обеспечить экзаменатора рекомендациями по безопасному проведению теста на мастерство / профессиональной проверки.

(b) Если кандидат решит прекратить выполнение теста на мастерство / профессиональной проверки по причинам, которые экзаменатор сочтет недостаточными, то кандидат должен будет выполнить тест на мастерство / профессиональную проверку повторно в полном объеме.

Если тест на мастерство / профессиональная проверка прерваны по причинам, которые экзаменатор сочтет достаточными, то кандидату необходимо будет сдать в следующем полете только те разделы теста на мастерство / профессиональной проверки, которые не были завершены.

(c) По усмотрению экзаменатора, любая процедура теста на мастерство / профессиональной проверки может быть повторена кандидатом.
Экзаменатор может остановить тест на мастерство / профессиональную проверку на любом этапе, если сочтет, что уровень летного мастерства, демонстрируемый кандидатом, требует выполнение повторного теста на мастерство / профессиональной проверки.

(d) Проверки и процедуры должны выполняться в соответствии с одобренным листом контрольных проверок ВС, на котором выполняется тест на мастерство / профессиональная проверка, с учетом концепции МСС. Эксплутационные данные для взлета, захода и посадки должны быть рассчитаны кандидатом в соответствии с РПП или ЛР / РЛЭ используемого ВС.

1.2. 5. Специальные Требования к Тесту на Мастерство / Профессиональной Проверке

Тест на мастерство / профессиональная проверка выполняются в полном составе экипажа и должны также включать в себя полет по маршруту.

1.2.6. Приемлимый Уровень Выполнения Теста на Мастерство / Профессиональной Проверки

Кандидат должен продемонстрировать способность:

(a) эксплуатировать системы самолета в пределах их ограничений ;

(b) принимать правильные решения ;

(c) применять аэронавигационные знания ;

(d) понимать и применять процедуры по координации и взаимозаменяемости *(при недееспособности)* членов экипажа, если применимо ; *и*

(e) эффективно взаимодействовать с другими членами экипажа.

Раздел 1 - ШТУРМАНА

Процедура Выполнения Теста на Мастерство и Профессиональной Проверки для получения Свидетельства F / NL, получения и продления квалификационных допусков типа
Procedure, Application and Report Form for Issuing F / N License, Issuing, Renewal and Revalidate F / N Type Rating

Кандидат должен пройти требуемую подготовку в соответствии с программой, указанной в *Appendix 10 - Раздел 1, п.п. 1. 1 ARM - FCL.*

Перечень типов ВС, для которых требуется квалификационный допуск типа штурмана

Производитель	***Сертификация воздушного судна***	***Форма записи в свидетельстве***
КБ Антонова	АН - 12	AN - 12
	АН - 32	AN - 32
	АН - 72	AN - 72
	АН - 74	AN - 74
КБ Илюшина	ИЛ - 76	IL - 76

1.1 Руководство по одобрению курса для получения квалификационного допуска типа для штурмана

УЧЕБНАЯ ПРОГРАММА

(1) Тип

Для одобрения курса необходимо, насколько это возможно, обеспечить для комплексной подготовки наземные средства, летный тренажер и летную подготовку, чтобы предоставить курсанту возможность выполнять полеты безопасно и квалифицировано в степени, необходимой для предоставления квалификационного допуска типа. Курс должен быть привязан к типу ВС, но в случаях, когда существует несколько вариантов, вся летная и наземная подготовка, составляющая основу одобренного курса, должна привязываться к единственному варианту.

(2) Подготовка на ВС и STD

Учебная программа должна точно определять объемы летной подготовки на ВС и STD *(летных тренажерах, FTD или других учебных средствах)* по согласованию с ГУГА РА. Если подходящий тренажер географически удален от обычной учебной базы, ГУГА РА в исклчительных случаях может согласиться чтобы программу заменить на тренаж в кабине согласно программы подготовки на тренажере.

(3) *Тест на мастерство*

Содержание программы летной подготовки должно быть привязано к тесту на мастерство для данного типа. Практическая подготовка, приведенная в Приложении 2 к ARM-FCL , может при необходимости быть изменена. Тест на мастерство может выполняться на ВС или летном тренажере или

по частям на ВС и на летном тренажере. При использовании STD для выполнения теста на мастерство необходимо руководствоваться разрешающей способностью тренажера и предыдущим опытом кандидата. Если летный тренажер недоступен, действия при нестандартной работе систем не должны отрабатываться на ВС кроме тех, которые разрешены в бланке теста на мастерство для типа. В этом случае проводиться тренаж в кабине.

(4) Поэтапные проверки и заключительный экзамен по теоретической подготовке

До заключительного экзамена по теоретической подготовке, охватывающего всю программу, в ходе программы теоретической подготовки должны выполняться поэтапные проверки успеваемости. Поэтапные проверки должны оценивать знания кандидата по завершении каждого этапа учебной программы.

(5) Средства наземной подготовки

TRTO должна обеспечить как минимум средства для занятий в классе. Дополнительные средства и оборудование для занятий в классе, включая, если необходимо, компьютеры, должны отображать содержание курса и структуру ВС. Для ВС, сертифицированных для выполнения полетов в составе многопилотного экипажа, минимальный уровень средств наземной подготовки, необходимый для одобрения, должен включать оборудование, которое отображает реальную рабочую среду кабины. Анализ задач и последние достижения в области визуальных технологий подготовки могут оказать помощь и должны быть включены, если возможно, в качестве учебных средств. Средства для самостоятельного и контрольного тестирования должны быть доступны для слушателя.

(6) Средства летной подготовки

Средства летной подготовки или другие средства подготовки могут быть предоставлены в дополнение к классным занятиям, чтобы дать слушателям возможность практической отработки и закрепления теоретических знаний. Если подходящего оборудования нет в наличии или оно не соответствует программе обучения, то должно быть в наличии ВС или летный тренажер соответствующего варианта. Если FTD отображает различные варианты одного и того же типа ВС, для которого курсант проходит подготовку, то в этом случае необходимо выполнение подготовки по различиям или ознакомительной подготовки.

(7) Подготовка с использованием компьютера (CBT)

Если средства CBT используются в качестве инструмента подготовки, организация должна обеспечить наличие соответственно подготовленного наземного инструктора на все время использования оборудования слушателями. Занятия с использованием CBT должны сопровождаться вводным инструктажем, а также итоговым разбором, выполняемым квалифицированным наземным инструктором.

(8) Теоретическая подготовка

Занятия по теоретической подготовке должны отвечать следующим общим целям:

(a) давать полные знания по конструкции ВС, силовой установки и систем и их ограничениям;

(b) давать информацию о расположении и работе органов управления и индикаторов ВС и его систем, расположенных в кабине;

(c) давать понимание отказов систем, их влияния на эксплуатацию ВС и взаимосвязи с другими системами;

(d) давать понимание нормальных, нестандартных и аварийных процедур. Объем времени и содержание теоретической подготовки зависит от сложности типа ВС и, в некоторой степени, от предыдущего опыта слушателя.

(9) Летная подготовка

9. 1 *Тренажерные средства подготовки (STD) :*

a) тренажерная подготовка на комплексном тренажере – 8 полетов не менее 2 часов; или
b) тренажерная подготовка на специализированном навигационном тренажере (OTD) – 4 полета не менее 6 часов.

9. 2 *Воздушное судно (с летным тренажером) :*

Штурман с налетом менее 1000 часов на ВС с подобным навигационным оборудованием или менее 3000 часов общего налета - 6 полетов по маршруту не менее 12 часов.

Штурман с налетом более 1000 часов на ВС с подобным навигационным оборудованием или более 3000 часов общего налета - 2 полета по маршруту не менее 4 часов.

9. 3 *Воздушное судно (без летного тренажера)*

Штурман с налетом менее 1000 часов на ВС с подобным навигационным оборудованием или менее 3000 часов общего налета - 8 полетов по маршруту, но не менее 16 часов

Штурман с налетом более 1000 часов на ВС с подобным навигационным оборудованием или более 3000 часов общего налета - 4 полета по маршруту, но не менее 8 часов.

1.2 Заявка и Отчет о Выполнении Тестта на Мастерство / Профессиональной Проверки

ЗАЯВКА и ОТЧЕТ о ВЫПОЛНЕНИИ ТЕСТТА на МАСТЕРСТВО / ПРОФЕССИОНАЛЬНОЙ ПРОВЕРКИ (свидетельство штурмана и квалификационный допуск типа)			
Фамилия заявителя:		Имя заявителя:	
Вид свидетельства:		Номер свидетельства:	
Государство:		Подпись заявителя:	
Тип воздушного судна		Профессиональная проверка	
Учетные записи о подготовке		Квалификационный допуск типа	
Тест на мастерство		Свидетельство штурмана	

Успешное выполнение подготовки для квалификационного допуска типа удостоверяется ниже:

1	**Теоретическая подготовка для получения квалификационного допуска типа выполнялась**		
с:	по:	в:	
Полученная оценка:	% (стандарт сдачи 75%):	Вид и номер свидетельства:	
Подпись инструктора:		Фамилия прописными буквами:	

2	**Летный тренажер (по типу ВС) :** Тренаж в кабине	Три или более осей:	ДА*	НЕТ*	Готовый к эксплуатации и используемый
Производитель тренажера:		Система имитации движения:			
Эксплуатант тренажера:		Визуальные средства:	ДА*	НЕТ*	
Общее время подготовки:					
Заходы по приборам на аэродромах:					
До высоты принятия решения:					
Место/дата/время:		Подпись инструктора/экзаменатора* типа:			
Вид и номер свидетельства:		Фамилия прописными буквами:			

3 Летная подготовка :		Летная подготовка :
Тип ВС:	Рег.№:	Летное время за органами управления:
Взлеты:	Посадки:	Учебные аэродромы/площадки (взлеты, заходы и посадки):
Место и дата:		Подпись инструктора/экзаменатора* типа:
№ свидетельства:		Фамилия прописными буквами:

4	**Тест на мастерство / профессиональная проверка** Примечание: в случае неудачной попытки экзаменатор должен указать причину	***Сдал****	***Не сдал****	Регистрационный № тренажера/ВС:	
Место и дата				Вид и номер свидетельства	
Подпись уполномоченного экзаменатора*				Фамилия прописными буквами	

* *ненужное зачеркнуть*

Раздел 2 - БОРТИНЖЕНЕРЫ - F / E

Процедура Выполнения Теста на Мастерство и Профессиональной Проверки для получения Свидетельства F / EL, получения и продления квалификационных допусков типа
Procedure, Application and Report Form for Issuing F / E License, Issuing, Renewal and Revalidate F / E Type Rating

Кандидат должен пройти требуемую подготовку в соответствии с программой, указанной в *Appendix 10 - Раздел 2 п.п 2. 1 ARM - FCL.*

Перечень квалификационных допусков типа для самолетов, а также форма записи в свидетельстве приведены в ARM - FCL .
Кроме того ГУГА РА присваивает бортинженерам квалификационные допуски на следующие типы ВС :

Производитель	***Сертификация воздушного судна***	***Форма записи в свидетельстве***
КБ Антонова	АН - 12	AN - 12
	АН - 32	AN - 32
	АН - 72	AN - 72
	АН - 74	AN - 74
КБ Илюшина	ИЛ - 76	IL - 76
КБ Яковлева	ЯК - 42	YK - 42
КБ Миля	Ми - 8	Mi - 8

2. 1 Руководство по одобрению курса для получения квалификационного допуска типа для Бортинженера

УЧЕБНАЯ ПРОГРАММА

(1) Тип

Для одобрения курса необходимо, насколько это возможно, обеспечить для комплексной подготовки наземные средства, летный тренажер и летную подготовку, чтобы предоставить курсанту возможность выполнять полеты безопасно и квалифицировано в степени, необходимой для предоставления квалификационного допуска типа. Курс должен быть привязан к типу ВС, но в случаях, когда существует несколько вариантов, вся летная и наземная подготовка, составляющая основу одобренного курса, должна привязываться к единственному варианту.

(2) Подготовка на ВС и STD

Учебная программа должна точно определять объемы летной подготовки на ВС и STD *(летных тренажерах, FTD или других учебных средствах)* по согласованию с ГУГА РА. Если подходящий тренажер географически удален от обычной учебной базы, ГУГА РА в исклчительных случаях может согласиться чтобы программу заменить на тренаж в кабине согласно программы подготовки на тренажере.

(3) *Тест на мастерство*

Содержание программы летной подготовки должно быть привязано к тесту на мастерство для данного типа. Практическая подготовка, приведенная, может при необходимости быть изменена. Тест на мастерство может выполняться на ВС или летном тренажере или по частям на ВС и на летном тренажере. При использовании STD для выполнения теста на мастерство необходимо руководствоваться разрешающей способностью тренажера и предыдущим опытом кандидата. Если летный тренажер недоступен, действия при нестандартной работе систем не должны отрабатываться на ВС кроме тех, которые разрешены в бланке теста на мастерство для типа. В этом случае проводиться тренаж в кабине.

(4) *Поэтапные проверки и заключительный экзамен по теоретической подготовке*

До заключительного экзамена по теоретической подготовке, охватывающего всю программу, в ходе программы теоретической подготовки должны выполняться поэтапные проверки успеваемости. Поэтапные проверки должны оценивать знания кандидата по завершении каждого этапа учебной программы.

(5) *Средства наземной подготовки*

TRTO должна обеспечить как минимум средства для занятий в классе. Дополнительные средства и оборудование для занятий в классе, включая, если необходимо, компьютеры, должны отображать содержание курса и структуру ВС. Для ВС, сертифицированных для выполнения полетов в составе многопилотного экипажа, минимальный уровень средств наземной подготовки, необходимый для одобрения, должен включать оборудование, которое отображает реальную рабочую среду кабины. Анализ задач и последние достижения в области визуальных технологий подготовки могут оказать помощь и должны быть включены, если возможно, в качестве учебных средств. Средства для самостоятельного и контрольного тестирования должны быть доступны для слушателя.

(6) *Средства летной подготовки*

Средства летной подготовки или другие средства подготовки могут быть предоставлены в дополнение к классным занятиям, чтобы дать слушателям возможность практической отработки и закрепления теоретических знаний. Если подходящего оборудования нет в наличии или оно не соответствует программе обучения, то должно быть в наличии ВС или летный тренажер соответствующего варианта. Если FTD отображает различные варианты одного и того же типа ВС, для которого курсант проходит подготовку, то в этом случае необходимо выполнение подготовки по различиям или ознакомительной подготовки.

(7) *Подготовка с использованием компьютера (CBT)*

Если средства CBT используются в качестве инструмента подготовки, организация должна обеспечить наличие соответственно подготовленного наземного инструктора на все время использования оборудования слушателями. Занятия с использованием CBT должны сопровождаться вводным инструктажем, а также итоговым разбором, выполняемым квалифицированным наземным инструктором.

(8) *Теоретическая подготовка*

Занятия по теоретической подготовке должны отвечать следующим общим целям:

(a) давать полные знания по конструкции ВС, силовой установки и систем и их ограничениям;

(b) давать информацию о расположении и работе органов управления и индикаторов ВС и его систем, расположенных в кабине;

(c) давать понимание отказов систем, их влияния на эксплуатацию ВС и взаимосвязи с другими системами;

(d) давать понимание нормальных, нестандартных и аварийных процедур. Объем времени и содержание теоретической подготовки зависит от сложности типа ВС и, в некоторой степени, от предыдущего опыта слушателя.

(9) Летная подготовка

9. 1 *Тренажерные средства подготовки (STD) :*

a) тренажерная подготовка на комплексном тренажере – 8 полетов не менее 2 часов; или
b) тренажерная подготовка на специализированном навигационном тренажере (OTD) – 12 полетов не менее 6 часов.

9. 2 *Воздушное судно (с летным тренажером) :*

Бортинженер с налетом менее 1000 часов на ВС с подобным оборудованием или менее 3000 часов общего налета - 6 полетов по маршруту не менее 12 часов.

Бортинженер с налетом более 1000 часов на ВС с подобным оборудованием или более 3000 часов общего налета - 4 полета по маршруту не менее 8 часов.

9. 3 *Воздушное судно (без летного тренажера)*

Бортинженер - 8 полетов по маршруту, но не менее 16 часов

2. 2 Заявка и Отчет о Выполнении Подготовки / Теста на Мастерство / Профессиональной Проверки и Квалификационный Допуск Типа

ЗАЯВКА и ОТЧЕТ о ВЫПОЛНЕНИИ ПОДГОТОВКИ / ТЕСТА на МАСТЕРСТВО / ПРОФЕССИОНАЛЬНОЙ ПРОВЕРКИ и КВАЛИФИКАЦИОННЫЙ ДОПУСК ТИПА
F / EL Type Rating / Training / Skill Test and Proficiency Check Application and Report Form

Фамилия заявителя : *Applicant's last name :*		**Имя заявителя :** *First name :*	
Тип свидетельства: *Type of license :*		**Номер:** *Number :*	
Государство : *State :*		**Подпись заявителя :** *Signature of applicant :*	
Учетные записи о подготовке / *Training record:*		**Профессиональная проверка** / *Prof. Check:*	
Тест на мастерство / *Skill Test :*		**Квалификационный допуск типа** / *Type Rating*:	

Успешное выполнение подготовки для квалификационного допуска типа удостоверяется ниже :
Satisfactory completion of Type Rating – training according to requirements is certified below :

1	**Теоретическая подготовка для получения квалификационного допуска типа выполнялась** *Theoretical training for the issue of a Type Rating performed during period*					
с / *from*:	**по /** *to:*	**в /** *at:*				
Полученная оценка: *mark obtained:*	**% (стандарт сдачи 75%):** % (*Pass mark 75%):*	**Фамилия прописными буквами:** *Name in capital letters*				
Вид и номер свидетельства: *Type and number of license:*		**Подпись инструктора :** *Signature of instructor*				
2	**Летный тренажер** *(по типу самолета)* : *Simulator (aeroplane type) :*	**Три или более осей:** Three or more axes:	**ДА*** YES	**НЕТ*** NO	**Готовый к экспл. и используемый** Ready for service and used	
Эксплуатант тренажера / Sim. operator:		**Визуальные средства/** Visual aid:				
Общее время подготовки за органами управления / Total training time at the controls:						
Место/дата/время: *Location / date / time:*		**Подпись инструктора / экзаменатора*:** Signature of type rating instructor/examiner*:				
Вид и номер свидетельства: *Type and No of license:*		**Фамилия прописными буквами:** *Name in capital letters:*				

3	**Летная подготовка:** *Flight training*:			
Тип самолета: *Type of aeroplane:*	**Регистр. №:** Registration:	**Летное время :** *Flight time :*		
Взлеты: *Take-offs:*	**Посадки:** *Landings:*	**Учебные аэродромы/площадки (взлеты, заходы и посадки):** *Training aerodromes/sites (take-offs, approaches and landings):*		
Место и дата: *Location and date*:		**Подпись инструктора / экзаменатора :** *Signature of instructor / examiner :*		
Вид и № свидетельства: *Type and No of license:*		**Фамилия прописными буквами:** *Name in capital letters*:		

4	**Тест на мастерство / проф. проверка** *Skill test / Proficiency Check* **Примечание: в случае неудачной попытки экзаменатор должен указать причину.** *Remark: if the applicant failed the examiner shall indicate the reasons why*	***Сдал**** *Passed**	***Не сдал**** *Failed**	**Регистрационный № тренажера / ВС:** *SIM / Aircraft Reg:*	
Фамилия прописными буквами *Name in capital letters*				**Место и дата** *Location and date*	
Вид и номер свидетельства Type and number of license				**Подпись уполномоченного экзаменатора*** *Signature of authorized examiner**	

Раздел 3 - БОРТРАДИСТЫ - F / RO

Процедура Выполнения Теста на Мастерство и Профессиональной Проверки для получения Свидетельства F / ROL, получения и продления квалификационных допусков типа
Procedure, Application and Report Form for Issuing F / RO License, Issuing, Renewal and Revalidate F / RO Type Rating

Кандидат должен пройти требуемую подготовку в соответствии с программой, указанной в *Appendix 10 - Раздел 3, п.п. 3.1 ARM - FCL.*

3.1 Руководство по одобрению курса для получения квалификационного допуска типа для Бортрадиста

УЧЕБНАЯ ПРОГРАММА

(1) *Тип*

Для одобрения курса необходимо, насколько это возможно, обеспечить для комплексной подготовки наземные средства, летный тренажер и летную подготовку, чтобы предоставить курсанту возможность выполнять полеты безопасно и квалифицировано в степени, необходимой для предоставления квалификационного допуска типа. Курс должен быть привязан к типу ВС, но в случаях, когда существует несколько вариантов, вся летная и наземная подготовка, составляющая основу одобренного курса, должна привязываться к единственному варианту.

(2) *Подготовка на ВС и STD*

Учебная программа должна точно определять объемы летной подготовки на ВС и STD *(летных тренажерах, FTD или других учебных средствах)* по согласованию с ГУГА РА. Если подходящий тренажер географически удален от обычной учебной базы, ГУГА РА в исклчительных случаях может согласиться чтобы программу заменить на тренаж в кабине согласно программы подготовки на тренажере.

(3) *Тест на мастерство*

Содержание программы летной подготовки должно быть привязано к тесту на мастерство для данного типа. Практическая подготовка, может при необходимости быть изменена. Тест на мастерство может выполняться на ВС или летном тренажере или по частям на ВС и на летном тренажере. При использовании STD для выполнения теста на мастерство необходимо руководствоваться разрешающей способностью тренажера и предыдущим опытом кандидата. Если летный тренажер недоступен, действия при нестандартной работе систем не должны отрабатываться на ВС кроме тех, которые разрешены в бланке теста на мастерство для типа. В этом случае проводиться тренаж в кабине.

(4) *Поэтапные проверки и заключительный экзамен по теоретической подготовке*

До заключительного экзамена по теоретической подготовке, охватывающего всю программу, в ходе программы теоретической подготовки должны выполняться поэтапные проверки успеваемости. Поэтапные проверки должны оценивать знания кандидата по завершении каждого этапа учебной программы.

(5) *Средства наземной подготовки*

TRTO должна обеспечить как минимум средства для занятий в классе. Дополнительные средства и оборудование для занятий в классе, включая, если необходимо, компьютеры, должны отображать содержание курса и структуру ВС. Для ВС, сертифицированных для выполнения полетов в составе многопилотного экипажа, минимальный уровень средств наземной подготовки, необходимый для одобрения, должен включать оборудование, которое отображает реальную рабочую среду кабины.

Анализ задач и последние достижения в области визуальных технологий подготовки могут оказать помощь и должны быть включены, если возможно, в качестве учебных средств. Средства для самостоятельного и контрольного тестирования должны быть доступны для слушателя.

(6) Средства летной подготовки

Средства летной подготовки или другие средства подготовки могут быть предоставлены в дополнение к классным занятиям, чтобы дать слушателям возможность практической отработки и закрепления теоретических знаний. Если подходящего оборудования нет в наличии или оно не соответствует программе обучения, то должно быть в наличии ВС или летный тренажер соответствующего варианта. Если FTD отображает различные варианты одного и того же типа ВС, для которого слушатель проходит подготовку, то в этом случае необходимо выполнение подготовки по различиям или ознакомительной подготовки.

(7) Подготовка с использованием компьютера (CBT)

Если средства CBT используются в качестве инструмента подготовки, организация должна обеспечить наличие соответственно подготовленного наземного инструктора на все время использования оборудования слушателями. Занятия с использованием CBT должны сопровождаться вводным инструктажем, а также итоговым разбором, выполняемым квалифицированным наземным инструктором.

(8) Теоретическая подготовка

Занятия по теоретической подготовке должны отвечать следующим общим целям:

(a) давать полные знания по конструкции ВС, силовой установки и систем и их ограничениям;

(b) давать информацию о расположении и работе органов управления и индикаторов ВС и его систем, расположенных в кабине;

(c) давать понимание отказов систем, их влияния на эксплуатацию ВС и взаимосвязи с другими системами;

(d) давать понимание нормальных, нестандартных и аварийных процедур. Объем времени и содержание теоретической подготовки зависит от сложности типа ВС и, в некоторой степени, от предыдущего опыта слушателя.

(9) Летная подготовка

9. 1 *Тренажерные средства подготовки (STD) :*

a) тренажерная подготовка на комплексном тренажере – 8 полетов не менее 2 часов; или
b) тренажерная подготовка на специализированном навигационном тренажере (OTD) – 12 полетов не менее 6 часов.

9. 2 *Воздушное судно (с летным тренажером) :*

Бортрадист с налетом менее 1000 часов на ВС с подобным навигационно-пилотажным оборудованием или менее 3000 часов общего налета - 6 полетов по маршруту не менее 12 часов.

Бортрадист с налетом более 1000 часов на ВС с подобным навигационно-пилотажным оборудованием или более 3000 часов общего налета - 2 полета по маршруту не менее 4 часов.

9. 3 *Воздушное судно (без летного тренажера)*

Бортрадист с налетом менее 1000 часов на ВС с подобным навигационно-пилотажным оборудованием или менее 3000 часов общего налета - 8 полетов по маршруту, но не менее 16 часов

Бортрадист с налетом более 1000 часов на ВС с подобным навигационно-пилотажным оборудованием или более 3000 часов общего налета - 4 полета по маршруту, но не менее 8 часов.

3.2 Заявка и Отчет о Выполнении Теста на Мастерство / Профессиональной Проверки

ЗАЯВКА и ОТЧЕТ о ВЫПОЛНЕНИИ ТЕСТА на МАСТЕРСТВО / ПРОФЕССИОНАЛЬНОЙ ПРОВЕРКИ
(свидетельство Бортрадиста и квалификационный допуск типа)

Фамилия заявителя:		Имя заявителя:	
Вид свидетельства:		Номер свидетельства:	
Государство:		Подпись заявителя:	
Тип воздушного судна		Профессиональная проверка	
Учетные записи о подготовке		Квалификационный допуск типа	
Тест на мастерство		Свидетельство Бортрадиста	

Успешное выполнение подготовки для квалификационного допуска типа удостоверяется ниже:

1	**Теоретическая подготовка для получения квалификационного допуска типа выполнялась**				
с:	по:	в:			
Полученная оценка:	% (стандарт сдачи 75%):	Вид и номер свидетельства:			
Подпись инструктора:		Фамилия прописными буквами:			
2	**Летный тренажер (по типу ВС) :** Тренаж в кабине	Три или более осей:	ДА*	НЕТ*	Готовый к эксплуатации и используемый
Производитель тренажера:		Система имитации движения:			
Эксплуатант тренажера:		Визуальные средства:	ДА*	НЕТ*	
Общее время подготовки:					
Заходы по приборам на аэродромах:					
До высоты принятия решения:					
Место/дата/время:		Подпись инструктора/экзаменатора* типа:			
Вид и номер свидетельства:		Фамилия прописными буквами:			
3 Летная подготовка :		Летная подготовка :			

Тип ВС:	Рег.№:	Летное время за органами управления:
Взлеты:	Посадки:	Учебные аэродромы/площадки (взлеты, заходы и посадки):
Место и дата:		Подпись инструктора/экзаменатора* типа:
№ свидетельства:		Фамилия прописными буквами:

4	**Тест на мастерство / профессиональная проверка** Примечание: в случае неудачной попытки экзаменатор должен указать причину	***Сдал****	***Не сдал****	Регистрационный № тренажера/ВС:
Место и дата				Вид и номер свидетельства
Подпись уполномоченного экзаменатора*				Фамилия прописными буквами

* *ненужное зачеркнуть*

Раздел 4 - БОРТОПЕРАТОРЫ - F / LM

Процедура Выполнения Теста на Мастерство и Профессиональной Проверки для получения Свидетельства F / LM, получения и продления квалификационных допусков типа
Procedure, Application and Report Form for Issuing F / LM License, Issuing, Renewal and Revalidate F / LM Type Rating

Кандидат должен пройти требуемую подготовку в соответствии с программой, указанной в *Appendix 10 - Раздел 4, п.п. 4.1 ARM - FCL.*

4.1 Руководство по одобрению курса для получения квалификационного допуска типа для Бортоператора

УЧЕБНАЯ ПРОГРАММА

Минимальные требования к программе подготовки бортоператоров для получения квалификационного допуска типа

(1) *Общие положения.*
Для получения квалификационного допуска типа должна быть выполнена подготовка по размещению, извлечению и использованию всего аварийного и спасательного оборудования, имеющемся на воздушном судне, а также по нормальным и аварийным процедурам, относящимся к типу, варианту или конфигурации воздушного судна, которое предстоит эксплуатировать.

(2) *Тренировка по действиям при пожаре и задымлении.*

(a) Каждый бортоператор должен получить реальную и практическую тренировку по использованию всего противопожарного оборудования, включая одеваемые защитные средства, находящиеся на борту. Такая тренировка должна включать в себя следующее :

(i) Каждый бортоператор, должен участвовать в тушении пожара, имеющего характеристики пожара интерьера воздушного судна, применяя соответствующий вид огнетушителей; и

(ii) Использование каждым бортоператором дымозащитного оборудования в закрытом, заполненном дымом помещении.

(3) *Эксплуатация дверей и люков.*

(a) Каждый бортоператор должен пройти подготовку по использованию и фактическому открытию всех основных и аварийных выходов для эвакуации пассажиров; и

(b) Пройти подготовку по использованию всех остальных выходов, таких как форточки пилотской кабины и др.

(4) *Тренировка по использованию надувных трапов и матерчатых желобов.*

(a) Каждый бортопреатор должен совершить эвакуацию по спасательному надувному трапу и/или желобу с высоты основной палубы воздушного судна;

(b) Надувной трап должен быть установлен на борту воздушного судна или на представленном для данной цели тренажере.

(5) *Процедуры эвакуации и другие аварийные ситуации.*

(a) Обучение по аварийной эвакуации должно включать определение условий для запланированной или незапланированной эвакуации на суше или на воде. Это обучение должно включать определение невозможности использования выходов или неработоспособности оборудования для эвакуации ; и

(b) Каждый бортопреатор должен получить подготовку по действиям в условиях :

(i) Возникновения пожара на борту ВС в полете, уделяя особое внимание на установление фактического источника огня;
(ii) Сильной турбулентности;
(iii) Внезапной разгерметизации, включая использование переносного кислородного оборудования.
(iv) Других аварийных ситуациях, возникающих на борту ВС в полете.

(6) *Недееспособность пилота.*

Если минимальный состав летного экипажа не более двух пилотов, то каждый член кабинного экипажа должен быть обучен действиям по оказанию помощи в случае возникновения недееспособности одного из пилотов. Это обучение должно включать демонстрацию :

*(a)*Управления механизмом регулировки пилотского кресла;
*(b)*Использование привязных ремней пилотского кресла;
*(c)*Использование пилотского кислородного оборудования;
*(d)*Использование контрольных листов пилотов.

(7) *Аварийно - спасательное оборудование.*

Каждый бортоператор должен пройти практическую подготовку с демонстрацией расположения и использования аварийно-спасательного оборудования, включая следующее:

(a) Желоба аварийного покидания и, в случае нежестких желобов, использование соответствующих канатов;

(b) Спасательные плоты и надувные трапы, включая прилагаемое к ним или находящееся в них оборудование;

(c) Спасательные жилеты;

(d) Стационарная система подачи кислорода с выпадающими масками;

(e) Кислород для оказания первой помощи;

(f) Огнетушители ;

(g) Пожарный топор или лом ;

(h) Аварийное светосигнальное оборудование, включая фонари ;

(i) Связное оборудование, включая мегафоны;

(j) Аварийные пакеты, включая их содержимое;

(k) Пиротехнические средства (фактические или заменяющие их учебные средства) ;

(l) Аптечки первой медицинской помощи, их содержимое и аварийное медицинское оборудование ; и

(m) Другое аварийно-спасательное оборудование или системы, если применимо.

(8) *Погрузочно - разгрузочное оборудование, размещение и безопасное крепление груза.*

В программу подготовки должно включаться практическое использование погрузочно-разгрузочного оборудования применительно к типу ВС, меры предосторожности при работе с ним, возможные опасности на земле и в полете. Кроме того, в обучение должны включаться процедуры и методы правильного размещения и безопасного крепления груза

(9) *Инструктаж пассажиров / демонстрация процедур безопасности.*

В программу тренировки должна включаться подготовка пассажиров к нормальным и аварийным ситуациям в соответствии с ARM - OPS.

4.2. Требования к первоначальной подготовке бортоператоров

(1) Обучение действиям в условиях пожара и дыма.

Подготовка в условиях пожара и дыма должна включать:

(a) Ответственность членов кабинного экипажа за быстрое выполнение комплекса действий в аварийных ситуациях в условиях пожара и дыма, в особенности учитывая важность определения фактического источника пожара;

(b) Важность немедленного информирования летного экипажа, а также выполнения необходимых действий для координации и помощи после обнаружения пожара или дыма;

(c) Необходимость регулярной проверки потенциально пожароопасных зон, включая кухню-буфет, туалет и соответствующие датчики дыма;

(d) Классификация пожаров и соответствующие типы огнегасящих веществ и процедуры в конкретных ситуациях, связанных с пожаром, техника применения противопожарных средств, последствия неправильного применения средств пожаротушения и их использования в закрытом пространстве;

(e) Общие процедуры наземных аварийных служб на аэродромах.

(2) Обучение выживанию на воде.

Обучение по выживанию на воде должно включать фактическое надевание и использование персональных плавсредств в воде членом кабинного экипажа. Перед началом выполнения полетов на воздушном судне, оснащенном спасательными плотами или другим аналогичным оборудованием, необходимо пройти тренировку по применению данного оборудования, а также практическое применение этого оборудования непосредственно в воде.

(3) Обучение выживанию после вынужденной посадки.

Обучение выживанию после вынужденной посадки должно соответствовать району выполнения полетов (например полярный, пустынный, морской или район джунглей).

(4) Медицинские аспекты и первая помощь.

Обучение по оказанию медицинской и первой помощи должно включать в себя :

(a) Инструкцию по оказанию первой помощи и использованию аптечек первой медицинской помощи.

(b) Действия по оказанию первой медицинской помощи в условиях выживания и соблюдение правил гигиены; и

(c) Физиологические воздействия полета на организм человека и, в особенности, влияние гипоксии.

(5) Обслуживание пассажиров.

Обучение по обслуживанию пассажиров должно включать следующее :

(a) Рекомендации по определению и управлению пассажирами, находящимися в состоянии алкогольного опьянения, под воздействием наркотиков или агрессивно настроенными.

(b) Правила безопасного размещения кабинного багажа (включая кабинное служебное оборудование) и риск возникновения опасности от него для находящихся в кабине или затруднений в использовании спасательного оборудования и аварийных выходов или их повреждения;

(d) Важность правильного размещения пассажиров в соответствии с массой и центровкой самолета. Особое внимание должно уделяться размещению недееспособных пассажиров и необходимости размещения физически здоровых пассажиров рядом с неконтролируемыми выходами ;

(e) Действия, предпринимаемые в случае ожидаемой турбулентности, включая обеспечение безопасности кабины;
(f) Меры предосторожности при перевозке животных в кабине;
(g) Подготовка по перевозке опасных грузов в соответствии с Подчастью R ARM - OPS ; и
(h) Процедуры по обеспечению авиационной безопасности, включая положения Подчасти S ARM - OPS.

(6) *Связь*.

Во время первоначального обучения особое внимание должно быть уделено важности эффективной связи между кабинным и летным экипажем, включая технику связи, общий язык и терминологию.

(7) *Дисциплина и обязанности.*

Член кабинного экипажа должен пройти подготовку по :

(a) Важности выполнения своих обязанностей в соответствии с РПП;

(b) Сохранению физической и профессиональной годности для выполнения функций бортоператора с учетом ограничений летного и рабочего времени и требований к отдыху;

(c) Изучению авиационных правил, касающихся кабинного экипажа и роли ГУГА РА;

(d) Общим знаниям основной авиационной терминологии, теории полета, метеорологии и районов полетов;
(e) Процедурам проведения предполетного брифинга кабинного экипажа и предоставления необходимой информации по обеспечению безопасности полета с учетом конкретных обязанностей бортоператора;
(f) Важности своевременного внесения поправок и дополнений в руководства и другие документы, регламентирующие выполнение полетов;
(g) Важности выполнения обязанностей по обеспечению безопасности и необходимости принятия быстрых и эффективных мер в случае возникновения аварийных ситуаций.

(8) *Воздушное право.*

Знание национального и международного авиационного законодательства в следующем объеме :

(a) Чикагская Конвенция в части касающейся ;
(b) Подчасти B *(в части касающейся),* N *(в части касающейся)*, O и R ARM - OPS ;
(c) “ Закон об авиации ” Республики Армения.

4.2.1 Ознакомление на воздушном судне

(1) Каждый кандидат на получение свидетельства бортоператора должен :

(a) Пройти наземную подготовку на воздушном судне, на котором предстоит выполнять полеты; и

(b) Выполнить ознакомительные полеты (не менее 4-х) на воздушном судне, на котором предстоит выполнять полеты, в соответствии с п.п. 3 ниже.

(2) Член кабинного экипажа, желающий получить квалификационный допуск другого типа воздушного судна, должен:

(a) Пройти наземную подготовку на воздушном судне, на которое предусматривается получение квалификационного допуска типа ; и
(b) Выполнить ознакомительный полет на воздушном судне, на которое предусматривается получение квалификационного допуска типа, в соответствии с п.п. 3 ниже.

(3) Ознакомительные полеты

3. 1 Бортоператор, выполняющий ознакомительные полеты, должен быть включен в качестве дополнительного члена минимального состава кабинного экипажа.

3. 2 Ознакомительные полеты должны проводится под контролем Бортоператора - инструктора ;

3. 3 Ознакомительные полеты должны быть организованны таким образом, чтобы член кабинного экипажа принимал участие в выполнении обязанностей, связанных с обеспечением безопасности, на всех этапах полета *(перед полетом, в полете, после полета).*

(4) Наземная подготовка на воздушном судне

4. 1 Целью наземной подготовки на воздушном судне является знакомство каждого члена кабинного экипажа с его компоновкой и оборудованием. Подготовка должна проводиться Бортоператором - инструктором или другим соответственно квалифицированным для данной цели специалистом, приемлемым для ГУГА РА, согласно программы, описанной в Подчасти D РПП. Наземная подготовка на самолете должна обеспечить рассмотрение наружной компоновки воздушного судна, его интерьера и систем, включая следующее:

(a) Переговорные устройства;
*(b)*Аварийное освещение;
*(c)*Системы обнаружения дыма;
*(d)*Аварийно-спасательное оборудование;
*(e)*Кабина экипажа;
(f) Рабочие места членов кабинного экипажа;
*(g)*Туалетные помещения;
*(h)*Оборудование для загрузки и выгрузки расположенное в грузовом салоне;
(i) Панели АЗС, расположенные в грузовом салоне;
(j) Расположение выходов и их компоновка;
*(k)*Туалетные помещения;
(l) Кухни-буфеты, безопасность кухни-буфета и отключение воды;
*(m)*Зоны отдыха экипажа.

4. 3 Восстановительная подготовка

Восстановительная подготовка должна проводиться Бортоператором - инструктором или другим соответственно подготовленным для данной цели специалистом, приемлемым для ГУГА РА, и для бортоператора в программу включается, по крайней мере следующее :

(a) Аварийные процедуры, включая недееспособность одного из пилотов;

(b) Использование и фактическое открытие всех основных и аварийных выходов

(c) Демонстрация использования всех остальных выходов, включая форточки пилотской кабины.

(d) Расположение и использование аварийно-спасательного оборудования, включая кислородные системы и использование спасательного жилета, переносного кислородного и дымозащитного оборудования.

4. 4 Отчет о Теоретической и Практической Подготовке и Тестировании для Получения Свидетельства Бортоператора / Квалификационного Допуска Типа

ОТЧЕТ о ТЕОРЕТИЧЕСКОЙ и ПРАКТИЧЕСКОЙ ПОДГОТОВКЕ и ТЕСТИРОВАНИИ для ПОЛУЧЕНИЯ СВИДЕТЕЛЬСТВА БОРТОПЕРАТОРА / КВАЛИФИКАЦИОННОГО ДОПУСКА ТИПА

1	**Персональные данные кандидата**				
Фамилия	.....	Имя	.....	Адрес и телефон	.....

2	**Наземная подготовка для получения свидетельства**		
	Разделы подготовки и тестирования	*Дата*	*Ф.И.О. и подпись инструктора после выполнения подготовки и тестирования*
2.1	Действия при пожаре и задымлении		
2.2	Подготовка по использованию спасательного оборудования после аварийного покидания ВС на воде		
2.3	Подготовка по выживанию в различных географических зонах (полярных, пустынных, джунглях или на море)		
2.4	Медицинские аспекты и первая медицинская помощь		
2.5	Руководство пассажирами		
2.6	Связь с летным экипажем		
2.7	Дисциплина и ответственность		
2.8	Процедуры по загрузке, выгрузке и креплению груза		
2.9	CRM		

3	**Наземная подготовка для получения квалификационного допуска типа**		
	Разделы подготовки и тестирования	*Дата*	*Ф.И.О. и подпись инструктора после выполнения подготовки и тестирования*
3.1	Подготовка по использованию имеющегося на данном типе ВС противопожарного оборудования при пожаре и задымлении		
3.2	Эксплуатация дверей и люков		
3.3	Подготовка по использованию спасательных желобов		
3.4	Процедуры эвакуации и другие аварийные ситуации		
3.5	Процедуры по загрузке, выгрузке и креплению груза		
3.6	Недееспособность члена летного экипажа		
3.7	Спасательное оборудование		
3.8	Погрузочно-разгрузочное оборудование, размещение и безопасное крепление груза.		
3.9	Информирование пассажиров и демонстрация спасательного оборудования		
∗Примечание: Для получения свидетельства должны быть выполнены разделы 2 и 3			

4	**Ознакомительные полеты**		
Дата	*Маршрут полета*	*Время полета*	*Ф.И.О. и подпись инструктора*

5	**Заключение инструктора**
.....	
.....	
.....	
.....	

Раздел 5 Квалификационные Допуски Инструкторов, Членов Летного Экипажа - не Пилотов

5.1 Кандидат на получение квалификационного допуска инструктора, член летного экипажа, не пилот, должен иметь действующее свидетельство соответствуюшего члена летного экипажа . Инструктор должны иметь свидетельство с квалификационным допуском того типа, для которого он уполномочен проводить соответствующие проверки и обучение.
Владелец квалификационного допуска инструктора имеет право выполнять подготовку соответствуюшего члена летного экипажа для получения им квалификационного допуска типа, а также его подготовку по взаимодействию в многочленном экипаже.

5.2 Срок действия квалификационного допуска инструктора действителен в течение 3 *(трех)* лет.

5.3 Требования для получения квалификационного допуска инструктора.

Кандидат на первоначальное получение квалификационного допуска инструктора должен :

(a) успешно пройти одобренный курс подготовки ;

(b) иметь общий налет не менее 1000 ч., в том числе на соответствующем типе ВС не менее 500 часов ;

(c) выполнить в течение 12 месяцев, предшествующих подаче заявки, не мене 30 полетов по маршруту, включая взлеты и посадки, на соответствующем типе ВС, из которых не более 15 полетов могут быть выполнены на летном тренажере ; *и*

(d) провести по крайней мере три часа летной подготовки в маршрутном полете и / или на летном тренажере, соответствующего типа ВС, с исполнением обязанностей инструктора, для получения квалификационного допуска типа, под контролем уполномоченного для этой цели представителя ГУГА РА.

5. 4 Условия расширения прав инструктора на другие типы воздушных судов
(для тех специалистов, для которых это разрешено)

Кандидат на расширение права для выполнение полетов на других - подобного типа по оборудованию типах ВС в качестве инструктора должен :

(a) выполнить в течение 12 месяцев, предшествующих подаче заявки, как минимум 15 полетов по маршруту, включая взлеты и посадки, в качестве члена летного экипажа, на соответствующем типе ВС, из которых не более 7 полетов могут быть выполнены на летном тренажере ;

(b) пройти соответствующую теоретическую и техническую подготовку по утвержденному специальному курсу, и

(c) провести по крайней мере три часа летной подготовки в маршрутном полете, касающейся обязанностей инструкторов для получения квалификационного допуска типа, на соответствующем типе ВС и / или летном тренажере под контролем , уполномоченного ГУГА РА для этой цели.

5.5 Продление срока действия допуска члена летного экипажа - инструктора

(1) Для продления срока действия квалификационного допуска - инструктора, кандидат должен в течение последних 12 месяцев, предшествующих дате окончания срока действия квалификационного допуска:

(a) пройти курс теоретической подготовки в АТО или курс, организованный при ГУГА РА, по возобновлению навыков для инструкторов, утвержденный со стороны ГУГА РА ;

(b) провести как минимум одну из следующих функций - инструктора по типу ВС, на котором он допущен к инструкторской работе :

(i) полный курс подготовки для нового специалиста для получения им квалификационного допуска типа ;

(ii) как минимум три полета (6 участков) по маршруту в качестве инструктора, с целью проверки специалиста в рейсовых условиьх ; или

(iii) как минимум две тренировочные сессии на тренажере *(FFS, FS, возможно и на FTD, OTD)* или в крайнем случае, их можно заменить тренажем в кабине ВС.

(c) выполнить не мене 30 полетов по маршруту, включая взлеты и посадки, в качестве члена летного экипажа, на соответствующем типе ВС, из которых не более 15 полетов могут быть выполнены на летном тренажере.

Кандидат, потерпевший неудачу во всех разделах профессиональной проверки до окончания срока действия квалификационного допуска инструктора, не может осуществлять права этого квалификационного допуска, пока профессиональная проверка не будет успешно выполнена.

Возобновление действия квалификационного допуска - инструктора

Если срок действия квалификационного допуска инструцтора истек, кандидат должен :

(a) выполнить в течение 12 месяцев, предшествующих подаче заявки, как минимум 30 полетов по маршруту, включая взлеты и посадки, в качестве члена экипажа, на соответствующем типе ВС, из которых не более 15 полетов могут быть выполнены на летном тренажере ;

(b) успешно пройти соответствующие части одобренного курса подготовки инструкторов , принимая во внимание недавний опыт кандидата ; и

(c) выполнить в течение 12 месяцев, предшествующих подаче заявки, полет по маршруту, в качестве инструктора наблюдателя в кабине экипажа на соответствующем типе ВС ;

(d) провести по крайней мере три часа практической летной подготовки в маршрутном полете для возобновления квалификационного допуска инструктора, на соответствующем типе ВС и / или летном тренажере под контролем , уполномоченного со стороны ГУГА РА, для этой цели

(e) выполнить, под руководством соответствуюшего специалиста инструктора, как минимум два контрольных полета (участка), с целью возобновления квалификационного допуска инструктора.

ФОРМЫ ЗАЯВКИ и ОТЧЕТЫ о ВЫПОЛНЕНИИ ПОДГОТОВКИ и ПРАКТИЧЕСКОЙ ПРОВЕРКИ ИНСТРУКТОРОВ, членов летного экипажа - не Пилотов

(Штурмана - , Инженера - , Бортрадиста - , Бортоператора -, - Инструктора)

5. 1 Заявление и Отчет о Тесте на Мастерство / Профессиональной Проверке для получения / продления Квалификационного Допуска члена летного экипажа - не пилота : Штурмана - , Борт-Инженера - , Бортрадиста - Инструктора

ФОРМА ЗАЯВКИ и ОТЧЕТ о ВЫПОЛНЕНИИ ПОДГОТОВКИ и ПРАКТИЧЕСКОЙ ПРОВЕРКИ
_ - ИНСТРУКТОРА

1	**Персональные данные заявителя :**		
Фамилия заявителя:		Имя заявителя:	
Дата рождения:		Телефон	
Адрес:		Страна:	

2	**Данные свидетельства**		
Вид свидетельства:		Номер:	Дата окончания срока действия:
Квалификационные допуски типа, внесенные в свидетельство:	1.		
	2.		
	3.		
	4.		
	5.		
Другие квалификационные допуски, внесенные в свидетельство:	1.		
	2.		
	3.		
	4.		
	5.		

Налет до прохождения курса : ВСЕГО *(часы)*	
За последние 12 месяцев на соответствующем типе	
Налет *(часы)* :	Количество полетов :

4	**Заявление кандидата**		
Я прошел курс подготовки в соответствии с программой, одобренной ГУГА РА для Квалификационного допуска - инструктора			
Фамилия заявителя: (печатными буквами)		Подпись:	

5	**Заявление старшего летного инструктора**
Я удостоверяю, что … … … … … … … . . . . успешно прошел одобренный курс подготовки в соответствии с программой, одобренной ГУГА РА.	
Налет за время курса :	
Используемые воздушные суда, летные тренажеры или процедурно-навигационные тренажеры:	
Фамилия старшего летного инструктора :	
Подпись:	
Наименование FTO или ATO :	

6	**Заключение экзаменатора**		
Я проверил кандидата в соответствии с экзаменационным чек - листом			
А – ОЦЕНКА, УПОЛНОМОЧЕННОГО ГУГА РА в случае частичной сдачи:			
Устный теоретический экзамен :		Практическая проверка :	
Сдал	***Не сдал***	***Сдал***	***Не сдал***
	Я рекомендую дополнительную летную/наземную подготовку с инструктором перед повторным тестом		
	Я не предусматриваю дополнительную летную/наземную подготовку перед повторным тестом		
В – ОЦЕНКА, УПОЛНОМОЧЕННОГО ГУГА РА			
	Квалификационный допуск инструктора типа		
	Разрешение инструктора тренажера *Отметьте соответственно*		
Фамилия уполномоченного ГУГА РА (печатными буквами) :			
Подпись:			
Номер свидетельства:		Дата:	

5. 2 Заявление и Отчет о Тесте на Мастерство / Профессиональной Проверке для получения / продления Квалификационного Допуска Бортоператора - Инструктора

ЗАЯВЛЕНИЕ и ОТЧЕТ о ТЕСТЕ на МАСТЕРСТВО / ПРОФЕССИОНАЛЬНОЙ ПРОВЕРКЕ для ПОЛУЧЕНИЯ / ПРОДЛЕНИЯ КВАЛИФИКАЦИОННОГО ДОПУСКА БОРТОПЕРАТОРА - ИНСТРУКТОРА

1	**Персональные данные кандидата**		
Фамилия	……..……	Имя	…….
Дата рождения	….....	Телефон	….....
Адрес	….....		
	….....		

2	**Данные свидетельства**		
Номер свидетельства	…..…….	Срок действия	.....
Квалификационные допуски, внесенные в свидетельство	1.		
	2.		
	3.		
	4.		

3	**Данные о стаже работы и летном опыте до прохождения курса Бортоператора - Инструктора**		
Календарный стаж работы в качестве бортоператора		Количество полетов на данном типе за последние 12 месяцев	

4	**Профессиональная проверка перед прохождением курса**					
Я рекомендую.....для прохождения курса подготовки						
Дата проведения профессиональной проверки и № рейса	.....	Ф.И.О. инструктора	.....	№ свидетельства	.....

5	**Заявление кандидата**		
Я прошел курс подготовки в соответствии с программой, одобренной ГУГА РА, для получения квалификационного допуска Бортоператора - Инструктора			
Фамилия кандидата (печатными буквами)	.....	Подпись кандидата	.....

6	**Заявление инструктора, ответственного за подготовку**				
Я удостоверяю, что.....успешно прошел одобренный курс подготовки для получения квалификационного допуска Бортоператора - Инструктора в соответствии с программой, одобренной ГУГА РА, с..... по					
Дата	.....	Ф.И.О. инструктора	.....	Подпись	.....

7	**Заключение уполномоченного экзаменатора**			
Я проверил кандидата в соответствии с экзаменационным чек - листом				
ОЦЕНКА ЭКЗАМЕНАТОРА				
Устный теоретический экзамен :		Тест на мастерство		
Сдал	***Не сдал***	***Сдал***	***Не сдал***	
Квалификационный допуск бортоператора - инструктора				
Ф.И.О экзаменатора *(печатными буквами)* :				
Подпись				
№ свидетельства		Дата		

Приложение 1

Форма для Теста на Мастерство / Профессиональной Проверки членов летного экипажа - не пилотов

A. Содержание подготовки / теста на мастерство / профессиональной проверки для получения свидетельства , получения и продления квалификационных допусков типа

1. Следующие символы означают :

X – для выполнения этого упражнения должны быть использованы летные тренажеры, в противном случае должно быть использовано ВС, за исключением случаев, когда указано другое.

2.Практическая подготовка должна быть проведена на учебном оборудовании, или может проводится на оборудовании более высокого уровня, указанном стрелкой ($\rightarrow$).

Следующие сокращения используются для указания используемого учебного оборудования :

AC – Воздушное судно (ВС)

FFS – Летный тренажер

FTD – средство для тренировки / подготовки

OTD – другие средства подготовки, в том числе и навигационный тренажер.

3. Пункты, против которых есть буква «М» в колонке теста / проверки, должны выполнятся обязательно.

4. Для практической подготовки должен использоваться летный тренажер, если тренажерная подготовка составляет часть одобренного курса подготовки для получения квалификационного допуска типа. Следующие вопросы подлежат рассмотрению при одобрении курса :

(a) требования к летному тренажеру ;

(b) квалификация инструктора и экзаменатора ;

(c) объем тренажерной подготовки, привязанной к эксплуатируемым воздушным линиям ;

(d) квалификация и предшествующий опыт полетов обучаемого члена летного экипажа (*штурмана, бортинженера, бортрадиста, бортоператора*) на эксплуатируемых ранее типах ВС и воздушных линиях.

B. Форма Теста на Мастерство / Профессиональная Проверка штурмана

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
РАЗДЕЛ 1 Предполетная подготовка							
1.1 Знание аэронавигационной, метеорологической обстановки, требований руководящих документов и инструкций.							
1.2 Знание правил ведения радиосвязи и способов восстановления ориентирования на различных этапах полета.							
1.3 Выполнение предварительного расчета полета (контроль АСШР) с заполнением необходимых полетных документов.							
1.4 Наружный осмотр ВС						**M** Только ВС	
1.5 Осмотр кабины. Использование листа контрольных проверок. Проверка и подготовка радио и навигационного оборудования. Установка радиочастот *(навигация и связь).*	→	→	→	→		**M**	
РАЗДЕЛ 2 Расчет элементов взлета и выполнение маневра выхода							
2.1 Расчет максимально допустимой взлетной массы для фактических метеорологических условий.							
2.2 Расчет длины сбалансированной взлетной дистанции *(если это предусмотрено РЛЭ)* и скоростей.							
2.3 Выполнение технологии работы при взлете и наборе высоты.			→	→		**M**	
2.4 Выполнение SID.			→	→		**M**	
РАЗДЕЛ 3 Процедуры в полете							
3.1 Нормальная эксплуатация систем ВС и контроль пультов управления.	→	→	→	→			
3.2 Нормальное и нестандартное функционирование следующих систем:					*Мин. 3 пункта действий в нестандартных ситуациях из 3.2 - 3.2.5 должны быть отобраны для проверки.*	**M**	
3.2.0 Система полного/статического давления.	→	→	→				
3.2.1. Система электроснабжения.	→	→	→				
3.2.2. Радиооборудование	→	→	→				
3.2.3. Навигационное оборудование.	→	→	→				
3.2.4. Курсовые приборы	→	→	→				
3.2.5. Радиолокатор	→	→	→				
РАЗДЕЛ 4 Комплексное использование навигационных средств							
4.1 Знание методов воздушной навигации, способов применения и особенностей эксплуатации навигационных средств *(систем)* в полете.			→	→			
4.2. Умение выбирать в конкретной обстановке основные и вспомогательные методы и средства навигации, которые в сложившихся условиях полета обеспечат наибольшею точность, надежность и безопасность самолетовождения.			→	→			
4.3 Практическое применение в полете навигационно-пилотажного комплекса *(НПК) :*							
4.3.1 Своевременность и правильность выбора режима работы НПК.			→	→		**M**	
4.3.2. Своевременность и правильность установки исходных данных.			→	→		**M**	
4.3.3. Выбор оптимальных интервалов коррекции счисленных координат и выполнение коррекций (автоматической и ручной).			→	→		**M**	
4.4. Практическое применение в полете навигационной автономной системы (НАС):							
4.4.1. Своевременность и правильность выбора режима работы (ДИСС-АНУ).			→	→			

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
4.4.2. Своевременность и правильность установки исходных данных.			→	→			
4.4.3. Выбор оптимальных интервалов, способов коррекции счисленных координат и выполнение коррекции.			→	→			
4.5. Практическое применение в полете курсовых (магнитных, гиромагнитных, гироскопических, астрономических) приборов, бортовой РЛС, АРК, РСБН, инерциальных систем, авиасекстантов, наземных технических средств самолетовождения и ОВД для контроля пути.			→	→		**M**	
4.6. Своевременность обнаружения с помощью технических средств опасных метеорологических явлений и выполнение маневра для их обхода.			→	→			
РАЗДЕЛ 5 Определение навигационных элементов полета							
5.1 Знание способов определения навигационных элементов с помощью бортовых и наземных технических средств самолетовождения.			→	→		**M**	
5.2 Выбор наиболее точных и оперативных способов определения навигационных элементов в конкретных условиях полета.			→	→			
5.3 Точность и оперативность определения навигационных элементов:			→	→			
5.3.1. С помощью технических средств.							
5.3.2. Визуально. Ведение визуальной ориентировки,.			→	→			
5.3.3. Умение производить расчеты в уме. штурманский глазомер			→	→			
РАЗДЕЛ 6 Нестандартные и аварийные процедуры							
6.1 Отработка действий при пожаре двигателя, в салонах, кабине экипажа, багажных отделениях, электрического оборудования, включая процедуры по эвакуации.		→	→		*Мин. 3 пункта действий в нестандартных ситуациях из 6.1 - 6..8 должны быть отобраны для проверки.* **M**		
6.2 Обнаружение и устранение дыма.		→	→				
6.3. Действия при отказе двигателя и его повторном запуске.		→	→				
6.4 Имитация отказа системы наддува / аварийное снижение.		→	→				
6.5 Своевременность обнаружения неисправностей в работе НПК.		→	→				
6.6 Порядок действий при отказе НПК.		→	→				
6.7. Своевременность и правильность обнаружения отказов в работе навигационных средств, обоснованность и правильность действий при отказах.		→	→				
6.8 Другие аварийные процедуры согласно РЛЭ соответствующего самолета		→	→				
РАЗДЕЛ 7 Расчет элементов и выполнение маневра снижения и захода на посадку							
7.1 Своевременность и правильность выполнения расчета элементов вертикального маневра и контроль за выдерживанием параметров снижения.			→	→			
7.2. Своевременность и правильность выполнения расчета элементов захода на посадку и контроль за их выдерживанием.			→	→			
7.3 Выполнение требований технологии работы и РЛЭ при снижении и заходе на посадку.			→	→			
7.4 Выдерживание STAR и схемы захода на посадку.			→	→		**M**	

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая MCC	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
7.5 Заход на посадку по ILS.			→	→			
7.6 Заход на посадку по VOR.			→	→			
7.7 Заход на посадку по NDB.			→	→			
7.8. Визуальный заход на посадку.			→	→			
7.9 Уход на второй круг.			→	→			
7.9.1. Вписывание и полет в зоне ожидания.			→	→			
7.9.2. Распределение внимания на всех этапах полета, ведение осмотрительности *(радиоосмотри - тельности)* и взаимодействие с членами экипажа.							
РАЗДЕЛ 8 **Дополнительное разрешение для выполнения заходов по приборам до Высоты Принятия Решения *(ВПР)* менее 60м *(200 футов)* CAT I / II**							
Выполнение следующих маневров и процедур является минимальным требованием дляполучения разрешения на заходы по приборам до высоты принятия решения менее 60м *(200фт)*. В ходе следующих заходов по приборам и процедур ухода на второй круг должно использоваться все оборудование ВС, необходимое для сертификации типа для заходов по приборам до высоты принятия решения менее 60м *(200 фт)*.							
8.1 Прерванный взлет при минимальной разрешенной видимости на257 ВПП *(RVR)* *(Самолет не используется)*.			→	**X** →	**M**		
8.2 Заходы по ILS в имитируемых приборных условиях полета до применимой DH с использованием системы автоматического управления. Должны быть соблюдены стандартные процедуры взаимодействия в экипаже *(распределение задач, процедуры ведения переговоров в экипаже, взаимный контроль, обмен информацией)*.			→	→	**M**		
8.3 Уход на второй круг после достижения DH после выполнения заходов указанных в п.п. 6.2. Подготовка также должна включать уход на второй круг в условиях *(имитируемых)* недостаточной RVR, сдвига ветра, выхода ВС за предельные значения параметров захода, отказа наземного / бортового оборудования до достижения DH и уход на второй круг с имитацией отказа бортового оборудования. Особое внимание должно быть уделено процедурам ухода на второй круг в ручном или автоматическом режиме.			→	→	**M**		
8.4 Посадки с установкой визуального контакта с наземными ориентирами на DH после захода по приборам. В зависимости от конкретной системы управления полетом должна быть выполнена, если возможно, автоматическая посадка.			→	→		**M**	
Зарезервировано							
Зарезервировано							
Зарезервировано							
Зарезервировано							
Зарезервировано							

C. Форма Теста на Мастерство / Профессиональная Проверка бортинженера

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
РАЗДЕЛ 1 Предполетная подготовка							
1.1 Знание требований руководящих документов и инструкций, взаимодействие с техперсоналом.							
1.2 Изучение Тех. Бортжурнала, MEL и CDL							
1.3 Проверка аварийного оборудования							
1.4 Наружный осмотр ВС *(только на ВС)*						**M**	
1.5 Осмотр кабины. Использование листа контрольных проверок. Проверка и подготовка оборудования. Проверка соответствия топлива и процвсс его заправки.	→	→	→	→		**M**	
РАЗДЕЛ 2 Процедура запуска ВСУ, двигателей и подключение систем							
2.1 Процедура запуска ВСУ и подключение систем жизнеобеспечения ВС.			→	→			
2.2 Процедура запуска двигателей *(согласно РЛЭ)* выполнение листа контрольных проверок	→	→	→	→			
2.3 Процедура руления, прогрева двигателей			→	→		**M**	
2.4 Выполнение технологии работы при взлете и наборе высоты, использование листа контрольных проверок, взаимодействие в экипаже.	→	→	→	→		**M**	
РАЗДЕЛ 3 Процедуры в полете							
3.1 Нормальная эксплуатация систем ВС и контроль пультов управления, взаимодействие в экипаже.	→	→	→	→		**M**	
3. 2 Контроль работы двигателей и контроль топливной системы самолета, использование метода расхода топлива для обеспечения центровки	→	→	→	→		**M**	
3.3 Контроль выдерживания скорости полета	→	→	→	→		**M**	
3.4. Нормальное и нестандартное / аварийное функционирование следующих систем:	→	→	→		*Мин. 3 пункта действий в нестандартных ситуациях из 3.4 - 3.4.4 должны быть отобраны для* **M** *проверки.*		
3.4.1. Система полного / статического давления	→	→	→				
3.4.2. Система электроснабжения	→	→	→				
3.4.3. Повышенная вибрация двигателя	→	→	→				
3.4.4. Пожар на двигателе, применение противопожарной системы, действия по его локализации.	→	→	→				
РАЗДЕЛ 4 Снижение, заход и посадка							
4.1 Выполнение требований технологии работы и РЛЭ при снижении и заходе на посадку, использование листа контрольных проверок, взаимодействие в экипаже.			→	→		**M**	
4.2 Вписывание и полет в зоне ожидания..			→	→		**M**	
4.3 Уход на второй круг			→	→		**M**	
4.4. Использование РУД-ов, рукояток управления механизацией крыла и щасси ВС.			→	→		**M**	
4.5 Использование РУД-ов для выдерживания скоростей при заходе на посадку, взаимодействие с пилотирующим пилотом и другими членами экипажа..			→	→		**M**	
4.6. Применение реверса двигателей после посадки			→	→		**M**	
4.7 Процедура руления после посадки и порядок охлаждения двигателей			→	→			
4.8 Процедура и порядок выключения двигателей и соответствуюших систем.	→	→	→	→			

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
РАЗДЕЛ 5 **Дополнительное разрешение для выполнения заходов по приборам до Высоты Принятия Решения *(ВПР)* менее 60м *(200 футов)* CAT I / II**							
Выполнение следующих маневров и процедур является минимальным требованием дляполучения разрешения на заходы по приборам до высоты принятия решения менее 60м *(200фт)*. В ходе следующих заходов по приборам и процедур ухода на второй круг должно использоваться все оборудование ВС, необходимое для сертификации типа для заходов по приборам до высоты принятия решения менее 60м *(200 фт)*.							
5.1 Прерванный взлет при минимальной разрешенной видимости на ВПП *(RVR)* *(Самолет не используется)*.			**X** →			**M**	
5.2 Заходы по ILS в имитируемых приборных условиях полета до применимой DH с использованием системы автоматического управления. Должны быть соблюдены стандартные процедуры взаимодействия в экипаже *(распределение задач, процедуры ведения переговоров в экипаже, взаимный контроль, обмен информацией)*.			→			**M**	
5.3 Уход на второй круг после достижения DH после выполнения заходов указанных в п.п. 5.2. *Особое внимание должно быть уделено процедурам ухода на второй круг в ручном или автоматическом режиме.*			→			**M**	
5.4 Посадки с установкой визуального контакта с наземными ориентирами на DH после захода по приборам.			→			**M**	
РАЗДЕЛ 6 Оценка основных действий							
6.1.. Распределение внимания на всех этапах полета, ведение осмотрительности *(радиоосмотри - тельности)* и взаимодействие с членами экипажа.	→		→				
6.2 Знание и выполнение стандартных действий членов экипажа *(SOP)* и использование стандартных голосовых сообщений *(распределение задач, процедуры ведения переговоров в экипаже, взаимный контроль, обмен информацией)*.	→		→				
6.3. Послеполетное оформление документации, заполнение Тех. Бортжурнала, взаимодействие с техническим персоналом.				→			
. *Зарезервировано*							
Зарезервировано							
Зарезервировано							
. *Зарезервировано*							
. *Зарезервировано*							
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Зарезервировано							
Зарезервировано							
. *Зарезервировано*							

D. Форма Теста на Мастерство / Профессиональная Проверка бортрадиста

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
РАЗДЕЛ 1 Предполетная подготовка							
1.1 Знание аэронавигационной, метеорологической обстановки, требований руководящих документов и инструкций.							
1.2 Знание правил ведения радиосвязи и способов восстановления радиосвязи при ее потере на различных этапах полета.							
1.3 Наружный осмотр ВС *(только ВС)*						**M**	
1.4 Осмотр кабины. Использование листа контрольных проверок. Проверка и подготовка радио и навигационного оборудования. Установка радиочастот *(навигация и связь).*	→	→	→	→		**M**	
РАЗДЕЛ 2 Ввзлета и выполнение маневра выхода							
2.1 Выполнение технологии работы при взлете и наборе высоты.			→	→		**M**	
2.2 Выполнение SID.			→	→		**M**	
РАЗДЕЛ 3 Процедуры в полете							
3.1 Нормальная эксплуатация систем ВС и контроль пультов управления.	→	→	→	→			
3.2 Нормальное и нестандартное функционирование следующих систем:					*Мин. 3 пункта действий в нестандартных ситуациях из 3.2 - 3.2.5 должны быть отобраны для проверки.*	**M**	
3.2.0 Система полного / статического давления.	→	→	→				
3.2.1. Система электроснабжения.	→	→	→				
3.2.2. Радиооборудование	→	→	→				
3.2.3. Навигационное оборудование.	→	→	→				
3.2.4. Курсовые приборы	→	→	→				
3.2.5. Радиолокатор	→	→	→				
РАЗДЕЛ 4 Комплексное использование навигационных средств							
4.1 Знание методов навигации, способов и особенностей эксплуатации навигационных средств	→	→	→	→			
4.2. Практическое применение в полете навигационной системы			→	→		**M**	
4.3 Своевременность и правильность установки исходных данных.			→	→		**M**	
4.4. Практическое применение в полете приборов, инерциальных систем, наземных радиотехнических средств и ОВД для контроля пути.			→	→		**M**	
РАЗДЕЛ 5 Нестандартные и аварийные процедуры							
5.1 Отработка действий при пожаре двигателя, в салонах, кабине экипажа, багажных отделениях, электрического оборудования, включая процедуры по эвакуации.		→	→		*Мин. 3 пункта действий в нестандартных ситуациях из 5.1 - 5..8 должны быть отобраны для проверки.*		
5.2 Обнаружение и устранение дыма.		→	→			**M**	
5.3. Действия при отказе двигателя и его повторном запуске		→	→				
5.4 Имитация отказа системы наддува / аварийное снижение.		→	→				
5.6 Порядок действий при отказе НПК.		→	→				
5.7. Своевременность и правильность обнаружения отказов, обоснованность и правильность действий при этих отказах.		→	→				
5.8 Другие аварийные процедуры согласно РЛЭ соответствующего самолета		→	→				

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
РАЗДЕЛ 6 Расчет элементов и выполнение маневра снижения и захода на посадку							
6.1 Своевременность и правильность выполнения расчета элементов вертикального маневра и контроль за выдерживанием параметров снижения			→				
6.2. Своевременность и правильность выполнения расчета элементов захода на посадку и контроль за их выдерживанием.			→				
6.3 Выполнение требований технологии работы и РЛЭ при снижении и заходе на посадку.			→				
6.4 Выдерживание STAR и схемы захода на посадку			→				
6.5 Заход на посадку по ILS.			→				
6.6 Заход на посадку по неточным системам VOR., NDB.			→				
6.7 Уход на второй круг							
6.8 Вписывание и полет в зоне ожидания..			→				
6.9.. Распределение внимания на всех этапах полета, ведение осмотрительности *(радиоосмотри - тельности)* и взаимодействие с членами экипажа.			→			**M**	
РАЗДЕЛ 7 **Дополнительное разрешение для выполнения заходов по приборам до Высоты Принятия Решения *(ВПР)* менее 60м *(200 футов)* CAT I / II**							
Выполнение следующих маневров и процедур является минимальным требованием дляполучения разрешения на заходы по приборам до высоты принятия решения менее 60м *(200фт)*. В ходе следующих заходов по приборам и процедур ухода на второй круг должно использоваться все оборудование ВС, необходимое для сертификации типа для заходов по приборам до высоты принятия решения менее 60м *(200 фт)*.							
7.1 Прерванный взлет при минимальной разрешенной видимости на ВПП *(RVR)* *(Самолет не используется)*.			**X** →			**M**	
7.2 Заходы по ILS в имитируемых приборных условиях полета до применимой DH с использованием системы автоматического управления. Должны быть соблюдены стандартные процедуры взаимодействия в экипаже *(распределение задач, процедуры ведения переговоров в экипаже, взаимный контроль, обмен информацией)*.			→			**M**	
7.3 Уход на второй круг после достижения DH после выполнения заходов указанных в п.п. 6.2. Особое внимание должно быть уделено процедурам ухода на второй круг в ручном или автоматическом режиме.			→			**M**	
7.4 Посадки с установкой визуального контакта с наземными ориентирами на DH после захода по приборам. В зависимости от конкретной системы управления полетом должна быть выполнена, если возможно, автоматическая посадка.			→			**M**	
Зарезервировано							
Зарезервировано							
. *Зарезервировано*							
Зарезервировано							
Зарезервировано							
. *Зарезервировано*							

Е. Форма Теста на Мастерство / Профессиональная Проверка бортоператора

Теста на Мастерство / Профессиональная Проверка	***ПРАКТИЧЕСКАЯ ПОДГОТОВКА***					**Тест на Мастерство / Профессион. Проверка**	
Маневры / процедуры, включая МСС	OTD	FTD	FFS	AC	Ф И О инструктора после выполнения подготовки	Проверка FFS AC	Ф И О экзаменатора после выполнения теста
РАЗДЕЛ 1 Предполетная подготовка							
1.1 Знание требований руководящих документов и инструкций.							
1.2 Знание РЛЭ, РЦЗ , технологии и правил загрузки самолета Процедуры по загрузке, выгрузке и креплению груза							
1.3 Наружный осмотр ВС						**M** Только ВС	
1.4 Осмотр кабины. Использование листа контрольных проверок. Проверка и подготовка бытового и крепежного оборудования.				→		**M**	
РАЗДЕЛ 2 Процедуры в полете							
2.1 Выполнение технологии работы при взлете наборе высоты и в горизонтальном полете.			→			**M**	
2.2 Нормальная эксплуатация соответствующих систем ВС и контроль пультов управления. Связь с летным экипажем			→			**M**	
РАЗДЕЛ 3 Процедуры в полете, нестандартные и аварийные процедуры							
3.1 Нормальные и нестандартные ситуации на борту	→	→	→	→	*Мин. 3 пункта действий в нестандартных ситуациях из 3.1 - 3.2.5 должны быть отобраны для проверки.*		
3.2 Отработка действий при пожаре в грузовых салонах, кабине экипажа и при задымлении		→	→			**M**	
3.2.1 Подготовка по использованию имеющегося на данном типе ВС противопожарного оборудования при пожаре и задымлении	→	→	→				
3.2.1. Медицинские аспекты и первая медицинская помощь	→	→	→	→			
3.2.2. Использованию имеющегося на данном типе ВС аварийного радиооборудования	→	→	→	→			
3.2.3. Обнаружение и устранение дыма с отключением неисправного оборудования.	→	→	→				
3.2.4. Процедуры эвакуации и другие аварийные ситуации	→	→	→				
3.2.5. Имитация отказа системы наддува / аварийное снижение.	→	→	→				
РАЗДЕЛ 4 Оценка основных действий							
4.1. Дисциплина и ответственность			→	→			
4.2. Эксплуатация дверей и люков			→	→		**M**	
4.3 Недееспособность члена летного экипажа	→	→	→	→		**M**	
4.4. Подготовка по использованию спасательных желобов, трапов и канатов.	→	→	→	→		**M**	
4.5. Подготовка по использованию спасательного оборудования после аварийного покидания ВС на воде	→	→	→	→		**M**	
4.6. Погрузочно-разгрузочное оборудование, размещение и безопасное крепление груза**.**			→	→			
4.7 Спасательное оборудование			→	→			
4.8 Информирование пассажиров и демонстрация спасательного оборудования	→	→	→	→			
Зарезервировано							
. *Зарезервировано*							

Приложение 2

Форма для Рейсовой Проверки *(Профессиональной Проверки)* членов летного экипажа

A. Форма для Рейсовой Проверки *(Профессиональной Проверки) LINE CHECK FORM*

Пилоты

Applicant's Name *C P T / F. O.*			**LINE CHECK**
Manoeuvres / Procedures (including Multi - Crew Cooperation)	**S**	**SB**	Examiner's initials
SECTION 1 - FLIGHT PREPARATION			
1.1 Weather Analysis			
1.2 Flight Planing, use N O T A M s			
1.3 Airplane external visual inspection.;			
1.4 Emergency Equipment Check			
1.5 Performance calculation			
1.6 Radio and navigation equipment check			
1.7 Use of the Technical Log, Liaison with Engineering			
1.8 Completion of Loadcheet , Crew Briefing			
1.9 Use of Checklist prior to engine start, starting procedures			
SECTION 2 - START and TAXI			
2.1 Ground to Flight Deck communications			
2.2 Pushback Procedures in accordance with SOP			
2.3 Taxiing in compliance with ATC or instructions of instructor			
2.4 Before Take-Off Drills and Checks, use of Check List			
SECTION 3 - TAKE - OFF and CLIMB			
3.1 ATC Clearance Read-back / Compliance			
3.2 Normal Take - Off's with different flap settings, including expedited Take - Off and Cross wind T.O. *(if practicable)*			
3.3 Departure Procedure (SID), Awareness of flight crew member Incapacitation Procedure.			
3.4 Terrain, Windshear and ACAS Awareness.			
3.5 Noise Abatement			
SECTION 4 - EN ROUTE and CRUISE			
4.1 Situational Awareness, System Management			
4.2 General Navigation (PBN), Minimum En-route Altitude Awareness			
4.3 Optimum Altitude Selection			
4.4 Operational Flight Plan, RVSM and Fuel management			
SECTION 5 - DESCENT and LANDING			
5.1 Descent Preparation, Landing Performance and Briefing			
5.2 Descent Profile, Economy Speeds, Holding			
5.3 Arrival Procedure (STAR), Altitude Awareness			
5.4 Stabilised Approach, Approach Configuration, Cross-wind Landings *if practicable*			
5.5 Landing Technique, use of Reverse Thrust			
5.6 NDB or VOR/LOC-Approach down to the MDH/A *if practicable*			
5.7 ILS Approaches procedure, Circling approach *if practicable*			
5.8 Normal Go-around *if practicable*			
SECTION 6 - AFTER LANDING PROCEDURE			
6.1 RW Exit / Taxi IN / After Landing Drill's and Check's			
6.2 Engine Shutdown Procedure, use of Check List			
SECTION 7 - HANDLING SKILLS			
7.1 Take-Off and Climb			
7.2 Overall Piloting Skills			
7.3 CRM, Workload Distribution during Approach and Landing			
SECTION 8 - GENERAL			
8.1 Knowledge of System and Procedures			
8.2 Judgment and Decision Making			
8.3 SOP and Standard Call-Outs			
8.4 Cockpit Discipline and Liaison with Cabin Crew, Cockpit Door Operation Procedure and Check			
8.5 Passenger Welfare and Information			
8.6 Compliance with Company Procedures			
8.7 Completion of Documents and Technical Log-Book			

ЗАРЕЗЕРВИРОВАНО

B. Форма для Рейсовой Проверки *(Профессиональной Проверки) LINE CHECKING FORM*

Штурман

Applicant's Name *Crew Position - **Navigator***			**LINE CHECK**
Manoeuvres / Procedures (including Multi - Crew Cooperation)	**S**	**SB**	Examiner's initials
SECTION 1 - FLIGHT PREPARATION			
1.1 Weather Analysis			
1.2 Flight Planing, use N O T A M s			
1.3 Airplane external visual inspection.			
1.4 Emergency Equipment Check			
1.5 Performance calculation , Fuel on Board			
1.6 Radio and navigation equipment check, Liaison with Engineering			
1.7 Navigation Data entry and crosscheck, preparation for Departure			
1.8 Use to Departure procedures for Crew Briefing			
SECTION 2 - START and TAXI			
2.1 Taxiing in compliance with ATC or instructions of instructor			
2.2 Before Take-Off Drills and Checks, use of Check List			
SECTION 3 - TAKE - OFF and CLIMB			
3.1 ATC Clearance Read-back / Compliance			
3.2 Normal Take - Off's with different flap settings, including expedited Take -Off			
3.3 Departure Procedure (SID), Awareness of flight crew member .			
3.4 Terrain, Windshear and ACAS Awareness.			
3.5 Follow to Noise Abatement Procedure			
SECTION 4 - EN ROUTE and CRUISE			
4.1 Situational Awareness, System Management			
4.2 General Navigation (PBN), Minimum En-route Altitude Awareness			
4.3 Optimum Altitude Selection, RVSM checking procedure			
4.4 Use the Operational Flight Plan, and Fuel management			
4.5 En-route procedure, use the Navigation equipment			
SECTION 5 - DESCENT and LANDING			
5.1 Descent Preparation, Landing Performance and Briefing			
5.2 Descent Profile, Economy Speeds, Holding			
5.3 Arrival Procedure (STAR), Altitude Awareness			
5.4 Missed Approach Procedure preparation and acknowledgment			
5.5 ILS Approach procedure, or circling approach procedure			
5.6 NDB or VOR Approach down to the MDH/A *if practicable*			
5.7 Normal Go-around *if practicable*			
SECTION 6 - AFTER LANDING PROCEDURE			
6.1 RW Exit / Taxi IN / After Landing Drill's and Check's			
SECTION 7 - GENERAL			
7.1 Knowledge of System and Procedures			
7.2 SOP and Standard Call-Outs			
7.3 CRM, Cockpit Discipline, Workload Distribution			
7.4 Radiotelephone Vigilance, Communication procedure			
7.5 Compliance with Company Procedures, Completion of Documents			
7.6 Adherence of the TCAS, RVSM, B-RNAV and P-RNAV procedure			
7.7 Initiation and continuation flight according to WX condition radar and			
7.7 Adherence to the WX radar, vigilance to the adverse weather condition			

ЗАРЕЗЕРВИРОВАНО

C. Форма для Рейсовой Проверки ***(Профессиональной Проверки) LINE CHECKING FORM***

Бортинженер

Applicant's Name *Crew Position* **- *Flight Engineer***			**LINE CHECK**
Manoeuvres / Procedures (including Multi - Crew Cooperation)	**S**	**SB**	Examiner's initials
SECTION 1 - FLIGHT PREPARATION			
1.1 Airplane external visual inspection			
1.2 Adherence to the Technical Log Book, MEL and CDL			
1.3 Emergency Equipment Check and required spare technical part *if applicable*			
1.4 Use of the Technical Log, Liaison with Engineering			
1.5 Requirement's the Fuel on Board and refueling procedure			
1.6 Compliance and coordination with Load Master			
SECTION 2 - START and TAXI			
2.1 Use of Checklist prior to engine start, starting procedures			
2.2 Ground to Flight Deck communication's			
2.3 Pushback Procedures in accordance with SOP			
2.4 Before Take-Off Drills and Checks, use of Check List			
SECTION 3 - TAKE - OFF and CLIMB			
3.1 Normal Take - Off's with different flap settings, including expedited Take - Off or Cross wind T.O.			
3.2 Use of Throttle, Flaps / Slats selector during initial climb			
3.3 System monitoring, Awareness of flight crew member .			
SECTION 4 - EN ROUTE and CRUISE			
4.1 Situational Awareness, System Management			
4.2 En-route procedure, Fuel management by tank for A / C balance			
4.3 Throttle management for cruise speed / Mach			
4.4 Engine system monitoring			
SECTION 5 - DESCENT and LANDING			
5.1 Descent procedure, System Management			
5.2 Use of Throttle, Flaps / Slats selector during descend and Approach			
5.3 Arrival Procedure, Throttle management procedure			
5.4 Approach and Landing procedure, use of Reverse Thrust			
SECTION 6 - AFTER LANDING PROCEDURE			
6.1 RW Exit / Taxi IN / After Landing Drill's and Check's			
6.2 System management during taxi, use of Check List			
6.3 Engine Shutdown Procedure, use of Check List			
SECTION 7 - GENERAL			
7.1 Knowledge of System and Procedures			
7.2 SOP and Standard Call-Outs			
7.3 CRM, Cockpit Discipline, Workload Distribution			
7.4 Cockpit Door Operation Procedure and Check			
7.5 Compliance with Company Procedures, Completion of A / C Documents			
7.6 Completion of Documents and Technical Log-Book			

ЗАРЕЗЕРВИРОВАНО

D. Форма для Рейсовой Проверки ***(Профессиональной Проверки) LINE CHECKING FORM***

Бортрадист

Applicant's Name *Crew Position* **- *Radio Operator***			**LINE CHECK**
Manoeuvres / Procedures (including Multi - Crew Cooperation)			Examiner's initials
SECTION 1 - FLIGHT PREPARATION			
1.1 Weather Analysis use N O T A M s, Flight Planing			
1.2 Airplane external visual inspection			
1.3 Emergency Equipment Check			
1.4 Radio and navigation equipment check, Liaison with Navigator & Fl. Engineer			
1.5 Navigation Data crosscheck, preparation for Departure			
1.6 Compliance Departure procedures for Crew Briefing			
1.7 Before Engine start Drills and Checks, use of Check List			
SECTION 2 - START and TAXI			
2.1 Taxiing in compliance with ATC or instructions of instructor			
2.2 ATC Delivery Clearance Read-back / Compliance			
2.3 Before Take-Off Drills and Checks, use of Check List			
SECTION 3 - TAKE - OFF and CLIMB			
3.1 ATC Take-Off Clearance Read-back / Compliance			
3.2 Take - Off's, Departure Procedure (SID), Awareness of flight crew member .			
3.3 Follow to Noise Abatement Procedure			
SECTION 4 - EN ROUTE and CRUISE			
4.1 Situational Awareness, System Management			
4.2 En-route procedure, Cruise Drills & Checks, Minimum Altitude Awareness			
4.3 General Navigation (PBN), RVSM checking procedure and Fuel management			
4.4 En-route procedure for adequate aerodrome's, use ATIS & VOLMET			
SECTION 5 - DESCENT and LANDING			
5.1 Descent Preparation, Descent Drills and Briefing			
5.2 Arrival Procedure (STAR), Altitude Awareness			
5.3 Approach procedure & Missed Approach Procedure preparation			
5.4 Descent and Landing Check List			
SECTION 6 - AFTER LANDING PROCEDURE			
6.1 RW Exit / Taxi IN / After Landing Drill's and Check's			
SECTION 7 - GENERAL			
7.1 Knowledge of System and Procedures			
7.2 SOP and Standard Call-Outs			
7.3 CRM, Cockpit Discipline, Workload Distribution			
7.4 Radiotelephone Vigilance, Communication procedure			
7.5 Compliance with Company Procedures, Completion of Documents			

ЗАРЕЗЕРВИРОВАНО

E. Форма для Рейсовой Проверки ***(Профессиональной Проверки) LINE CHECKING FORM***

Бортоператор

Applicant's Name *Crew Position* **- *Flight Load Master***			**LINE CHECK**
Procedures	**S**	**SB**	Examiner's initials
SECTION 1 - FLIGHT PREPARATION			
1.1 Airplane external visual inspection			
1.2 Adherence to the Technical Log Book, MEL and CDL			
1.3 Emergency Equipment Check			
1.4 Check for required spare technical part , Liaison with Engineering			
1.5 A / C loading procedure, compliance and coordination with Fl. Engineer			
1.6 Check A / C loading with First Officer, when loading completed			
SECTION 2 - START and TAXI			
2.1 Use of Checklist prior to engine start			
2.2 Before Engine start Drill's Cabin procedures accordance SOP			
2.3 Before Take-Off Drills and Checks			
SECTION 3 - TAKE - OFF and CLIMB			
3.1 During Take-Off & Climb Drills and Checks			
3.2 During Climb Flight Deck and Cabin communication's			
SECTION 4 - EN ROUTE and CRUISE			
4.1 Situational Awareness, Cabin system management			
4.2 En-route procedure			
4.3 Flight Deck and Cabin communication's			
SECTION 5 - DESCENT and LANDING			
5.1 Descent procedure, Cabin system management			
5.2 During Descent & Approach Drills and Checks			
SECTION 6 - AFTER LANDING PROCEDURE			
6.1 After Landing Drill's and Check's			
6.2 Cabin system management during taxi			
SECTION 7 - GENERAL			
7.1 Knowledge of System and Procedures			
7.2 SOP and Standard Call-Outs			
7.3 CRM, Cockpit Discipline, Workload Distribution			
7.4 Cockpit Door Operation Procedure and Check			
7.5 Compliance with Company Procedures, Completion of A / C Documents			

ЗАРЕЗЕРВИРОВАНО

Appendix 11

Flight Crew Member Application Forms

A. English Language Proficiency Test Application Form

	GENERAL DEPARTMENT of CIVIL AVIATION at the GOVERNMENT of REPUBLIC of ARMENIA **" AVIATRAINING CENTRE " CJSC**

Please fill in this form in BLOCK letters			
Photo	**First Name :**		
	Last Name :		
	Date of birth :	**Gender :**	□ **Male** □ **Female**
Licence Type and Number :		**Issued :**	**Date of Expiry :**
Present workplace :			
Position :			
Previous Language Proficiency Test Taking :			
Date :		**Place :**	
Personal Contacts		**Fill in date :**	**Signature :**
Tel :			

INTENTIONALLY LEFT BLANCK

B. *FLIGHT CREW LICENCE Initial Issue / Duplicate / Revalidation / Renewal and Rating APPLICATION FORM*

ԹՌԻՉՔԱՅԻՆ ԱՆՁՆԱԿԱԶՄԻՎԿԱՅԱԿԱՆԻՏՐՄԱՆ/ԵՐԿԱՐԱՁԳՄԱՆ/ՎԵՐԱԿԱՆԳՆՄԱՆ/ ՈՐԱԿԱՎՈՐՄԱՆ ԹՈՒՅԼՏՎՈՒԹՅԱՆ / ԿՐԿՆՕՐԻՆԱԿԻ ՏՐԱՄԱԴՐՄԱՆ ՀԱՅՏ

FLIGHT CREW LICENCE Initial issue / Revalidation / Renewal / Rating and Duplicate / APPLICATION FORM

(Յուրաքանչյուրվկայականիկամորակավորմանթույլտվությանհամարօգտագործեքառանձինձևաթուղթ)

(For each licence, rating or approval, a separate form is used)

1	**Ազգանուն** *Last name* :	**Անուն** *First name* :	..... .
Բնակության վայր : *Permanent Address* :		**Փոստային կոդ :** Postal index :	
Հեռախոս ***(բնակարան)*** *Telephone* :	***(բջջային)*** *Mobile*	**Էլեկտրոնային հասցեն** *E-mail* :	
Ծննդյան թիվ *Date of Birth* : .... / ..... /	**Ծննդավայր** *Place of Birth* :	**Քաղաքացիություն** *Citizenship* :	**Աշխատավայր:** *Company* : .....

2 **Տրամադրում** *Initial issue* ☐ **Երկարաձգում** *Revalidation* ☐ **Վերականգնում** *Renewal* ☐

Որակավորման թույլտվություն *Rating* ☐ **Կրկնօրինակ** *Dublicate* ☐

Ունեցած վկայականի տվյալները *Particulars of Licence already held*

Տրամադրող պետություն *State of issue*	**Տրման ժամկետ** *Date of issue*	**Վկայականի տեսակ** *Type of Licence*	**Վկայականի №** *Licence Number*	**Վկայականի գործողության ժամկետ** *Expiry Date*
	..... / ..... /			..... . / ..... / .....

Կատեգորիա, Դասև / կամ ինքնաթիռի տիպը (անհրաժեշտության դեպքում), որը պետք է առկա լինի վկայականում

Category, Class and / or Aircraft Type (if required) for which the Licence is required

Կատեգորիա / *Category*	**Դաս** / *Class*	**Տիպը** / *Type*

Վերջին 90 օրվա ընթացքում թռիչքաժամերը

Recency Experience (Flying hours for the last 90 days) .....

Վերջին թռիչքի ամսաթիվը

Date of last flight ..... / ..... / .....

3. **Բժշկական Պիտանելիություն** / *Medical Fitness*

Բժշկական վկայականիդասը *Class of Medical Certificate held*	**Վերջին բժշկական ստուգման ամսաթիվը** *Date of last Medical Examination*	**Բժշկական վկայականի գործունեության ավարտի ժամկետը** *Medical Certificate Expiry Date*
	..... / ..... /	..... / ..... / .....

4	**Սույնով վկայագրում եմ, որ տվյալ դիմումում նշված տեղեկությունները ճշգրիտեն :** *I hereby declare that the information provided on this Application Form is correct*		
Թեկնածուի ստորագրությունը *Applicant signature*	. . . .	**Ամսաթիվ** *Date*	….. / ………………………. / ……..

Իմ կողմից կատարված են վերոհիշյալ վկայականի / որակավորման թույլտվության ստացման բոլոր մնացած պահանջները և խնդրում եմ թույլ տալ ինձ անցնել մասնագիտական ստուգման թեստ օդանավի վարժասարքի վրա
I have completed all additional requirements for Initial issue / Renewal / Rating work and request approval for proceed Aircraft / Simulator / Skill Test / Rating Check

………

(նշելտեսակը / *Type*) (նշելտեղը / *place*)

Վարժասարքային կենտրոնի կամ շահագործողի անվանումը *ATO / FTO / Operator name*	. . . . ………………………………………………………………………………………………

5			
	Կից անհրաժեշտ է ներկայացնել հետևյալ փաստաթղթերը. *Attachments must Include all of the following :*	**Վկայականի Պատճեն** *Copy of Licence*	☐
		Բժշկական Վկայականի Պատճեն *Copy of Medical Licence*	☐
		Վերջին Հմտության Ստուգման Պատճեն *Copy of Last Proficiency Check*	☐
		Վերջին Վթարա - փրկարարական Վարժանքների Վերապատրաստման Վկայականի Պատճեն *Copy of Last Safety Emergency Procedure training Certificate*	☐
		Վերջին Վտանգավոր Ուղերեռի Տեղափոխման Վկայականի Պատճեն *Copy of Last Dangerous Goods Certificate (if applicable)*	☐

Պաշտոնական գրառում *For official use only*	…………………………………………………………………………… …………………………………………………………………………… ……………………………………………………………………………

6 **Լրացվում է բաժնի աշխատակցի կողմից** / *For official use only*

Վկայականի կամ որակավորման թույլտվություն *Licence or Rating Approval*	**Տրամադրման ամսաթիվը** *Date of Issue*	**Ուժմեջէ** / *Valid*		**Նշումներ** *Notices*
		Սկսած *From*	**Մինչև** *Till*	
	…... / ………….. / ……….	….. / ………….. / …….	….. / ………….. / ……..	
	…... / ………….. / ……….	….. / ………….. / …….	….. / ………….. / ……..	
	…... / ………….. / ……….	….. / ………….. / …….	….. / ………….. / ……..	

Հաստատված է՝ / *Approved* . . . .

(անուն, ազգանուն) (name surname)

ՔԱԳՎ Թռիչքային գործունեության վարչության Պետ
GDCA Flight Operations Department Director . . . .

(ստորագրություն)(signature)

Ամսաթիվ …… / . . . . / ………..
Date :

C. *CABIN CREW (ATTESTATION) LICENCE Initial issue / Duplicate / Revalidation / Renewal and Certificate APPLICATION FORM*

ԹՌԻՉՔԱՅԻՆ (ՍՐԱՀԻ) ԱՆՁՆԱԿԱԶՄԻ (ԱՏԵՍՏԱՎՈՐՄԱՆ) ՎԿԱՅԱԿԱՆԻ / ԵՐԿԱՐԱՁԳՄԱՆ / ՎԵՐԱԿԱՆԳՆՄԱՆ / ՈՐԱԿԱՎՈՐՄԱՆ / ՍԵՐՏԻՖԻԿԱՏԻ ԹՈՒՅԼՏՎՈՒԹՅԱՆ / ԿՐԿՆՕՐԻՆԱԿԻ / ՏՐԱՄԱԴՐՄԱՆ ՀԱՅՏ

CABIN CREW (ATTESTATION) LICENCE Initial issue / Revalidation / Renewal / Qualification / Duplicate and Certificate APPLICATION FORM

(Յուրաքանչյուր վկայականի կամ որակավորման թույլտվության համար օգտագործեք առանձին ձևաթուղթ)
(*For each License, Rating or Approval, a separate Application form is used*)

1	**Ազգանուն** *Lastname :*		**Անուն** *Firstname :*	
Բնակության վայր : *Permanent Address :*			**Փոստային կոդ :** Postal index :	
Հեռախոս ***(բնակարան)*** *Telephone :*		***(բջջային)*** *Mobile*	**Էլեկտրոնային հասցեն** *E-mail :*	
Ծննդյան թիվը *Date of Birth :* . . . . / . . . . . /	**Ծննդավայրը** *Place of Birth :*	**Քաղաքացիությունը** *Citizenship :*	**Աշխատավայրը:** *Company :*	
2	**Տրամադրում** *Initial issue* ☐	**Երկարաձգում** *Revalidation* ☐	**Վերականգնում** *Renewal* ☐	
	Որակավորման թույլտվություն *Qualification* ☐	**Կրկնօրինակ** *Dublicate* ☐	**Սերտիֆիկատի թույլտվություն** *Certificate (include SEP)* ☐	

Ունեցած վկայականի տվյալները *Particulars of Licence already held*

Տրամադրող պետությունը *State of issue*	**Տրման ժամկետը** *Date of issue*	**Վկայականի տեսակը** *Type of Licence*	**Վկայականի №** *Licence Number*	**Վկայականի գործունեության ժամկետը** *Expiry Date*
	..... / ..... /			..... / . . . . . / .....

Ինքնաթիռի տիպը *Aircraft Type*

ՎՓՊ / ***SEP***	**Տիպ** / ***Type***	**Այլնշումներ** / ***Notices***

Վերջին թռիչքի ամսաթիվը :
Date of last flight : ……..... / ..... / .....

3. **Բժշկական Պիտանելիություն** / *Medical Fitness*

Բժշկական սերտիֆիկատի դասը *Class of Medical Certificate held*	**Վերջին բժշկական ստուգման ամսաթիվը** *Date of last Medical Examination*	**Բժշկական վկայականի Գործունեության ավարտի ժամկետը** *Medical Certificate Date of Expiry*
	..... / ..... /	..... / ..... / .....

4	**Սույնով վկայագրում եմ, որ տվյալ դիմումում նշված տեղեկությունները ճշգրիտ են :** *I hereby declare that the information provided on this Application form is correct*		
Թեկնածուի ստորագրությունը *Applicant signature*	. . . . .	**Ամսաթիվ** *Date*	…..... / ..... / .....

5		
Կից անհրաժեշտ է ներկայացնել հետևյալ փաստաթղթերը. *Attachments must Include all of the following :*	**Վկայականի Պատճեն** *Copy of Licence*	☐
	Բժշկական Վկայականի Պատճեն *Copy of Medical Licence*	☐
	Վերջին Ստուգման Պատճեն *Copy of Last Check*	☐
	Վերջին Վթարա - փրկարարական Վարժանքների Վերապատրաստման Վկայականի Պատճեն / *Copy of Last Safety Emergency Procedure training Certificate*	☐
	Վերջին Վտանգավոր Ուղերեռի Տեղափոխման Վկայականի Պատճեն / *Copy of Last Dangerous Goods Certificate (if applicable)*	☐

Պաշտոնական գրառում *For official use only*	....

6 **Լրացվում է բաժնի աշխատակցի կողմից** / *For official use only*

Վկայականի կամ սերտիֆիկատի որակավորման թույլտվություն *Licence / Certificate Qualification Approval*	**Տրամադրման ամսաթիվը** *Date of Issue*	**Ուժի մեջ է** / *Valid*		**Նշումներ** *Notices*
		Սկսած *From*	**Մինչև** *Till*	
	…...../...../.....	…...../...../.....	…...../...../.....	
	…...../...../.....	…...../...../.....	…...../...../.....	
	…...../...../.....	…...../...../.....	…...../...../.....	
	…...../ ..... /.....	…..... / ..... /.....	…...../...../.....	
	…..... / ..... /	…..... / ..... /.....	…..... / ..... /.....	

Հաստատված է՝ / *Approved* . . . . . .
(Անուն, ազգանուն) (name surname)

ՔԱԳՎ Թռիչքային գործունեության վարչության պետ
GDCA Flight Operations Department Director . . . . . .
(ստորագրություն) (signature)

Ամսաթիվ …..... / . . . . . / .....
Date

D. *FLIGHT CREW LICENCE and RATING CONVERSION APPLICATION FORM*

ԹՌԻՉՔԱՅԻՆ ԱՆՁՆԱԿԱԶՄԻ ԱՆԴԱՄԻ ՎԿԱՅԱԿԱՆԻ և ՈՐԱԿԱՎՈՐՄԱՆ ԹՈՒՅԼՏՎՈՒԹՅԱՆ ՓՈԽԱՐԻՆՄԱՆ ՀԱՅՏ ***FLIGHT CREW LICENCE AND RATING CONVERSION APPLICATION FORM***

(Յուրաքանչյուր վկայականի վավերացման կամ որակավորման փոխարինման համար օգտագործեք առանձին հայտ)
(For each Licenceor Rating conversion separate Application is used)

1	**Ազգանուն** *Last name* :	. . . .	**Անուն** *First name :*	. . . .

Բնակությանվայր:
Permanent Address : ....

Հեռախոս ***(բնակարան)*** *Telephone* :	**Բջջայինհեռախոս:** *Mobile telephone* ....

Ծննդյան թիվը *Date of Birth :* ..../........../..................	**Ծննդավայրը** *Place of Birth :*	**Քաղաքացիությունը** *Citizenship*	**Էլեկտրոնային հասցեն** *E-mail:* ....

2	**Վկայականի փոխարինում** *Licence conversion* ☐	**Որակավորման փոխարինում** *Rating conversion* ☐

Կարգ, դաս, տիպի որակավորումը (որըանհրաժեշտ է փոխարինել)
Category, Class, Type Rating (to be converted)

Կարգ / *Category*	**Դաս / *Class***	**Տիպի որակավորումը / *Type Rating***

Տեղեկություններ թռիչքային փորձի մասին / *Flight experience information*

Օդանավ / *Aircraft Type*	**Ժամկետը /** *Period*	**Ընդհանուր թռիչքաժամերը** *Total flight hours*	**Հրամանատարի թռիչքաժամեր** *(առկայության դեպքում)* ***Total Flight hours as PIC*** *(if applicable)*	**Նշումներ** *Notices*

Վերջին 90 օրվա ընթացքում թռիչքաժամերը
Flying hours for the last 90 days (Recent experience) . . . .

Վերջին թռիչքի ամսաթիվը
Date of last flight . . . . / . . . . / . . . .

3. ***Բժշկական պիտանելիություն*** ***Medical Fitness***

Բժշկական վկայականի դասը ***Class of Medical Certificate held***	**Վերջինը ժշկական ստուգման ամսաթիվը / *Date of last Medical Examination***	**Բժշկական վկայականի գործունեության ավարտի ժամկետը / *Medical Certificate Expiry Date***
	………. / ………….. / …………..	………. / ………….. / …………..

4 **Սույնով հավաստում եմ, որ տվյալ դիմումում նշված տեղեկությունները ճշգրիտ են :**
Hereby declare that the information provided on this Application form is correct :

Թեկնածուի ստորագրությունը *Applicant's signature*	....	**Ամսաթիվ** *Date*	…………/……………………………/…………

Իմ կողմից կատարված են վերոհիշյալ վկայականի / որակավորման փոխարինման բոլոր մնացած պահանջները և խնդրում եմ թույլ տալ ինձ անցնել հմտության / որակավորման ստուգման թեստ օդանավի / վարժասարքի վրա (անհրաժեշտության դեպքում) / *I completed all additional requirements for Licence and Rating conversion work and request approval to proceed Aircraft / Simulator Proficiency Test / Rating Check (if required* .. ..

.. ..

(նշել տեսակը / *type*) (նշել տեղը / *place*)

Վարժասարքային կենտրոնի կամ շահագործողի անվանումը / *ATO / FTO / Operator name*	....
Հմտության / որակավորման ստուգման արդյունքները *Proficiency Test / Rating Check*	*Եզրակացություն* / *Conclusion :* _ **Ստուգողի անունը** / *TRE name* _ **Վկայական** / *Licence N^o* _ _ _ _ _ _ _ _ _ _ **ամսաթիվ** / *Date :* _ _ _ _ _ _ _ _ _ _

5 Կից անհրաժեշտ է ներկայացնել հետևյալ փաստաթղթերը. *Attachments must include all of the following :*	**Վկայականի Պատճեն** *Copy of Licence*	☐
	Բժշկական վկայականի պատճեն / ***Copy of Medical Licence***	☐
	Վերջին հմտության ստուգման պատճեն / ***Copy of Last Proficiency Check***	☐
	Վերջին վթարափրկարարական վարժանքների վերապատրաստման վկայականի պատճեն / ***Copy of Last Safety Emergency Procedure training Certificate***	☐
	Վերջին վտանգավոր ուղեբեռի տեղափոխման վկայականի պատճեն / ***Copy of Last Dangerous Goods Certificate***	☐

Պաշտոնական գրառում *For official use only*	... .

6 **Լրացվում է բաժնի աշխատակցի կողմից** / *For official use only*

Վկայականի կամ որակավորման փոխարինման թույլտվություն *Licence or Rating conversion*	**Տրամադրման ամսաթիվը** *Date of Issue*	**Ուժիմեջ է** / *Valid*		**Նշումներ**
		Սկսած *From*	**Մինչև** *Till*	*Notices*
	……./……… /………	………../…………../……….	………../…………../……..	
	……../………../…….	………../…………../……….	………../…………../……..	

Հաստատված է՝ / *Approved* .. ..
(*name*)

ՔԱԳՎ Թռիչքային գործունեության վարչության պետ
GDCA Flight Operations Department Director. …………………………………………………
(*signature*)

Ամսաթիվ *Date* ………. / .. .. / ....