



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

Workshop on Aircrew Regulation Vienna, Austria 24 January 2013

Helena Pietilä & Matthias Borgmeier / EASA Rulemaking
Flight Standards - Flight Crew Licensing Section

Your safety is our mission.





Agenda



- **Introduction**
- Development of FCL rules
- Rule structure
- Cover Regulation - Aircrew Regulation
- Part-FCL – content and specific issues

&

- Part-ORA
- Part-ARA
- Specific additional issues





Introduction



Who is who?

Wer kennt (und hat darin gelesen):

- Basic Regulation - (EC) 216/2008
- Annex zur Basis Verordnung
- Aircrew Regulation (welcher Annex?)
- Part-FCL / Part-ORA / Part-ARA
- AMCs oder GM zu Part-FCL
- Task FCL.008 – Review of IR



Bevor wir anfangen....

BR – Basic Regulation

ER – Essential Requirements

IR – Implementing Rule

AMC – Acceptable Means of Compliance

GM – Guidance Material

NPA – Notice of Proposed Amendment



Introduction



ORA – Organisational Requirements Aircrew

ARA – Authority Requirements Aircrew

CC – Cabin Crew

LAPL – Light Aircraft Pilot Licence

MI – Mountain Instructor

S & B & As & Tilt-rotor

**Bitte nachfragen wenn etwas
unklar ist !**



European Union and EFTA countries



27 EU states



4 EFTA states





EASA - Core Activities (1/2)



Product Certification

Rulemaking

Bundesrepublik Deutschland Bundesministerium für Verkehr und digitale Infrastruktur Lizenz für Fluggesellschaften Flugzeugkategorie: Verkehrsflugzeuge	Fluggesellschaft Lufthansa	Flugzeugtyp A320neo	Flugzeugnummer D-IMWB	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug	Flugzeugkategorie Transportflugzeug
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Standardisation

Organisation Approvals



Safety Assessment of Foreign Aircraft



EASA - Core Activities (2/2)



Third Country Operators

Safety Analysis and Research



European Aviation Safety Programme

International Cooperation



Technical Training



- **Agency of the European Union**

In partnership with Member States

In cooperation with Stakeholders

- **Regulating Aviation Safety**





Agenda



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- **Development of FCL rules**
- Rule structure
- Cover Regulation - Aircrew Regulation
- Part-FCL – content and specific issues



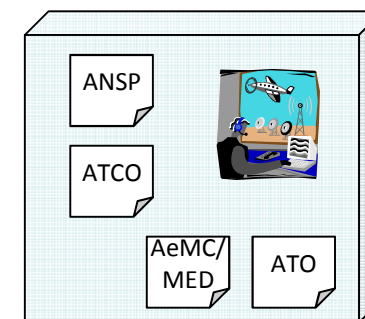
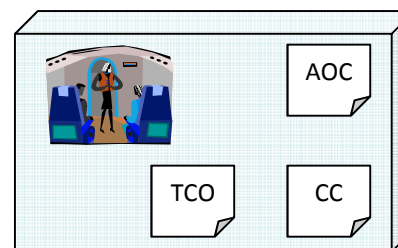
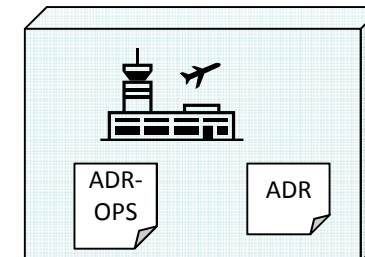
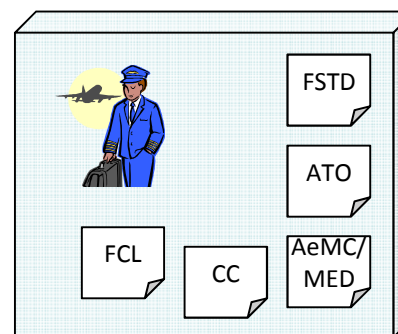
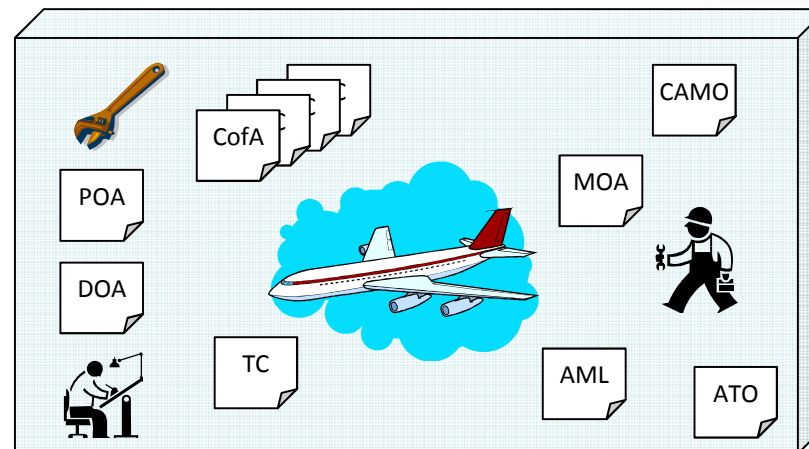


Framework Basic regulation (BR)

(EC) 216/2008 covers:

Airworthiness and environmental protection of aircraft

- Aircrew
- Air operations
- Aerodromes
- ATM/ANS and Air Traffic Controllers





Basic regulation (BR)

BR does not cover:

Airworthiness and environmental protection of aircraft	<ul style="list-style-type: none">- while carrying out military, customs, police, SAR, fire fighting, coastguard or similar services- when referred to in Annex II
Pilots and operations	- of aircraft referred to in Annex II, unless used for commercial operations
Aerodromes	<ul style="list-style-type: none">- that are controlled and operated by the military- not open to the public, not serving commercial air transport, not providing operations using instrument approach or departure (or) having paved runway of less than 800m (unless exclusively serving helicopters)
ATM/ANS	<ul style="list-style-type: none">- that are provided or made available by the military

Consequence: The national rules apply in these cases!



Basic regulation (BR)

BR provides common rules in Europe for civil aviation:

19.3.2008 EN Official Journal of the European Union L 79/1

I

(Act adopted under the EC Treaty/Taxation Treaty whose publication is obligatory)

REGULATIONS

REGULATION (EC) No 216/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 20 February 2008
on common rules in the field of civil aviation and establishing a European Aviation Safety Agency,
and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive
2004/36/EC
(Text with EEA relevance)

<p>THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,</p> <p>Having regard to the Treaty establishing the European Community, and in particular Article 80(2) thereof,</p> <p>Having regard to the proposal from the Commission,</p> <p>Having regard to the Opinion of the Economic and Social Committee (1),</p> <p>After consulting the Committee of the Regions,</p> <p>Acting in accordance with the procedure laid down in Article 251 of the Treaty (2),</p> <p>Whereas:</p> <p>(1) A high and uniform level of protection of the European citizen should at all times be ensured in civil aviation, by the adoption of common safety rules and by measures ensuring that products, persons and organisations in the Community comply with such rules and with those adopted to protect the environment. This should contribute to facilitating the free movement of goods, persons and organisations in the internal market.</p> <p>(2) In addition, third-country aircraft operated into, within or out of the territory where the Treaty applies should be subject to appropriate oversight at Community level within</p>	<p>the limits set by the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (the Chicago Convention), to which all Member States are parties.</p> <p>(3) The Chicago Convention already provides for minimum standards to ensure the safety of civil aviation and environmental protection relating thereto. Community essential requirements and rules adopted for their implementation should ensure that Member States fulfil the obligations created by the Chicago Convention, including those vis-à-vis third countries.</p> <p>(4) The Community should lay down, in line with standards and recommended practices set by the Chicago Convention, essential requirements applicable to aeronautical products, parts and appliances, to persons and organisations involved in the operation of aircraft, and to persons and products involved in the training and medical examination of pilots. The Commission should be empowered to develop the necessary implementing rules.</p> <p>(5) It would not be appropriate to subject all aircraft to common rules, in particular aircraft that are of simple design or operate mainly on a local basis, and those that are home-built or particularly rare or only exist in a small number; such aircraft should therefore remain under the regulatory control of the Member States, without any obligation under this Regulation on other Member States to recognise such national arrangements. However, precautionary measures should be taken to increase generally the level of safety of recreational aviation. Consideration should in particular be given to aeroplanes and helicopters with a low maximum take-off mass and whose performance is increasing, which can circulate all over the Community and</p>
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(1) OJ C 185, 8.8.2006, p. 106.
(2) Opinion of the European Parliament of 14 March 2007 (OJ C 301 E, 13.12.2007, p. 103), Council Common Position of 15 October 2007 (OJ C 277 E, 20.11.2007, p. 8) and Position of the European Parliament of 12 December 2007, Council Decision of 31 January 2008.

- Principles (Art. 1–3)
- Substantive requirements (Article 4–16)
- EASA (Article 17–64)
 - Tasks
 - Internal structure
 - Working methods
 - Financial requirements
- Final provisions (Article 65–70)



Basic regulation (BR)



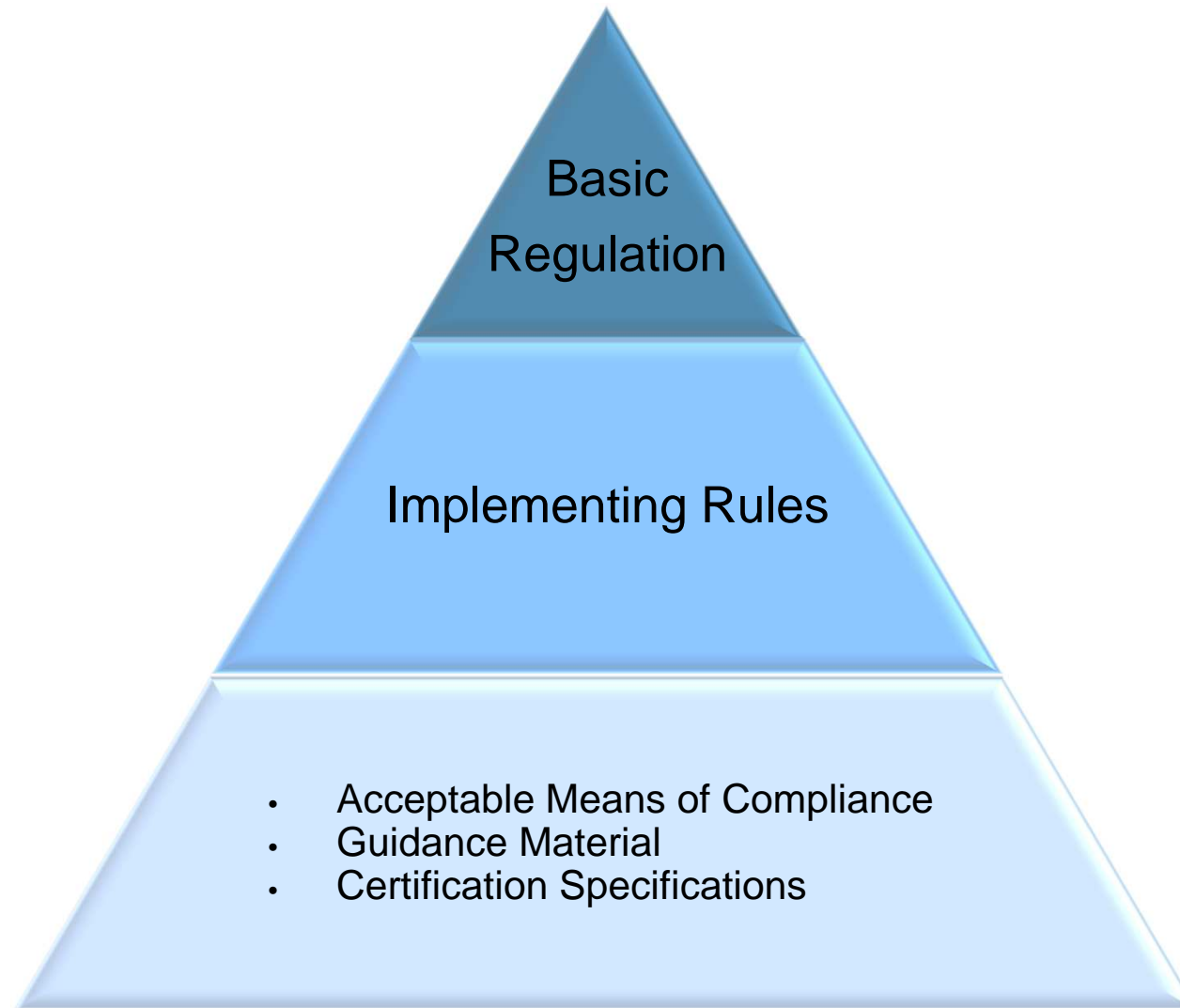
The substantive and essential requirements are detailed in the different Annexes.

The articles refer to the Annexes.

Article 5	Article 4(4)	Article 7	Article 8	Article 8a	Article 8b
Annex I Airworthiness	Annex II Aircraft	Annex III Pilot licensing	Annex IV Air operations	Annex Va Aerodromes	Annex Vb ATM/ANS + ATCO



Regulation (EC) No 216 / 2008





Development of rules



- EASA supports the European Commission by providing drafts, opinions, for legislation.
- Drafts are provided as Agency opinions.

EASA Rulemaking Directorate

- Agency opinions are developed in accordance to a defined Rulemaking Procedure.



Development of opinions





Development of opinions



ToR (Terms of Reference)

Defining the problem.

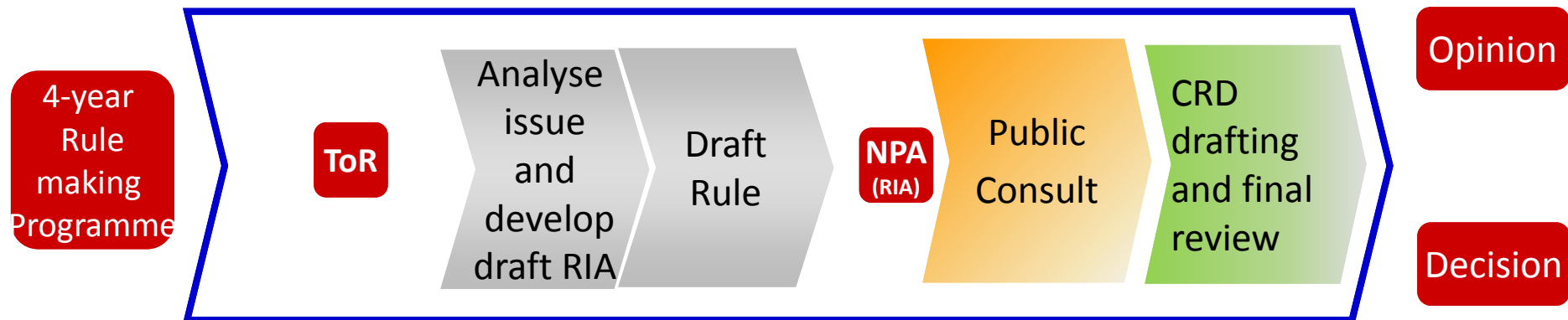
Objective
(what shall be done).

Working method and time scale.

Published on EASA internet pages.

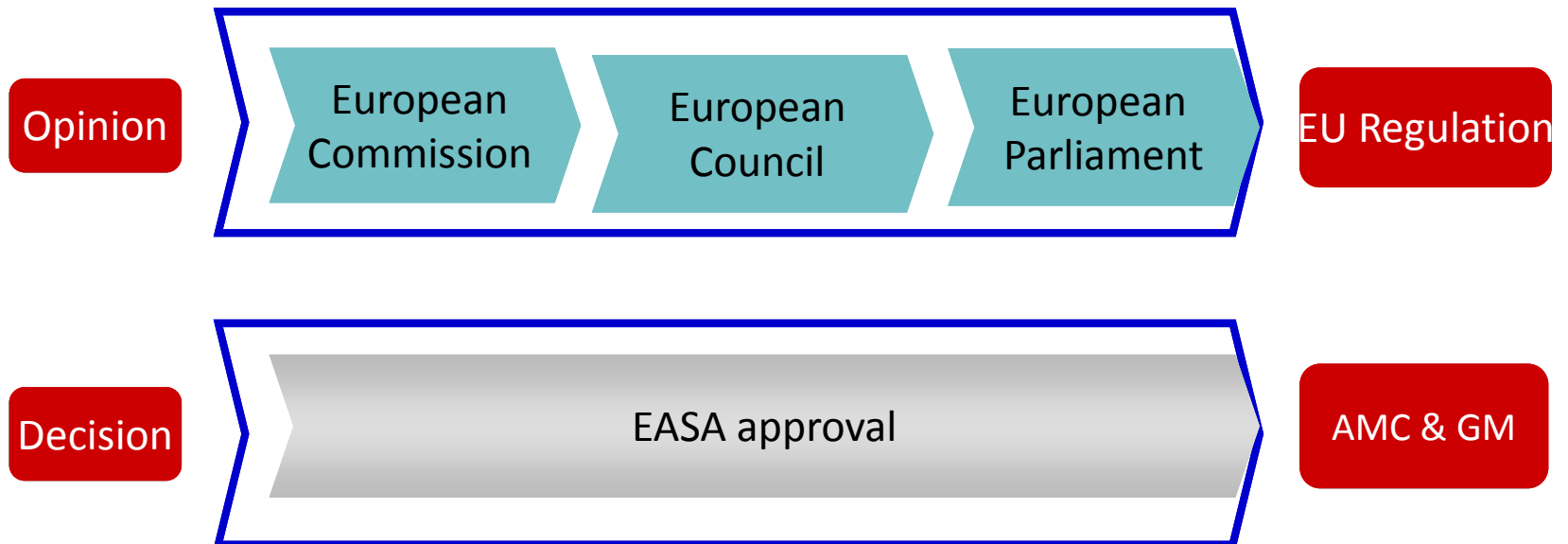


Development of opinions & decisions



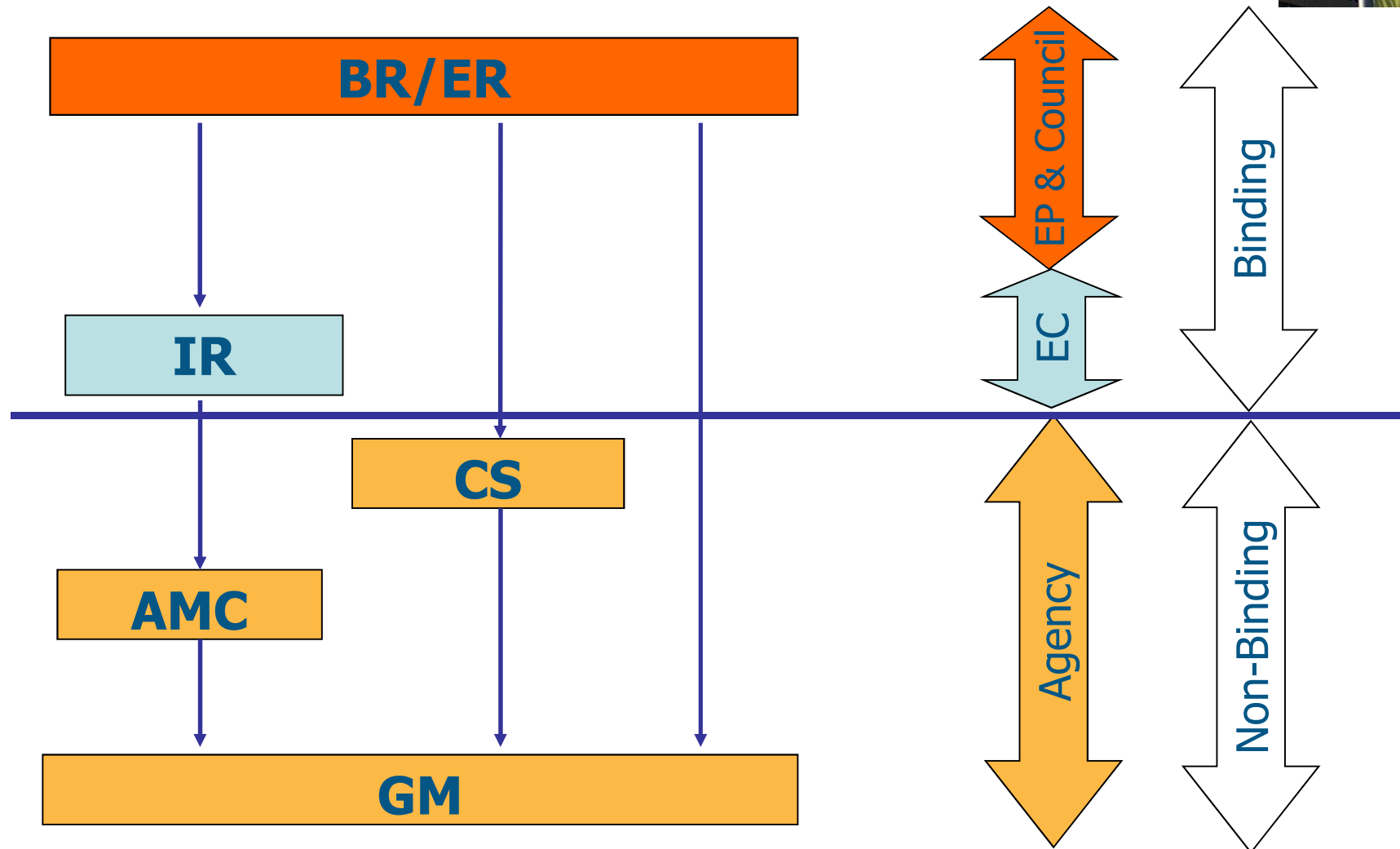


Development of opinions and decisions





EASA - Regulatory framework





Agenda

Introduction

Development
Rules

Rule
Structure

Cover
Regulation

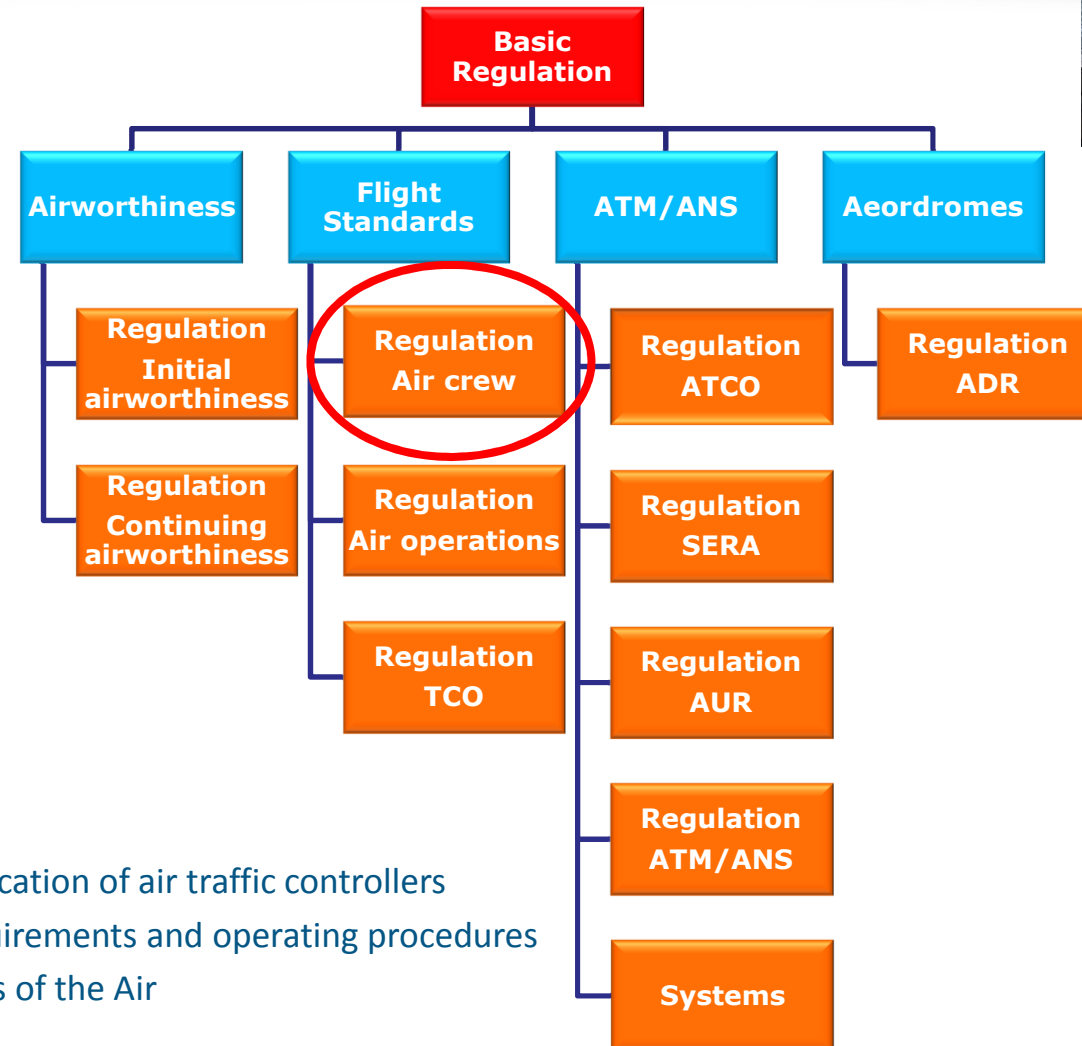
Part-FCL

- Introduction
- Development of FCL rules
- **Rule structure**
- Cover regulation - Aircrew Regulation
- Part-FCL – content and specific issues





Rule Structure



ADR: Aerodromes

ATCO: licensing and medical certification of air traffic controllers

AUR: common airspace usage requirements and operating procedures

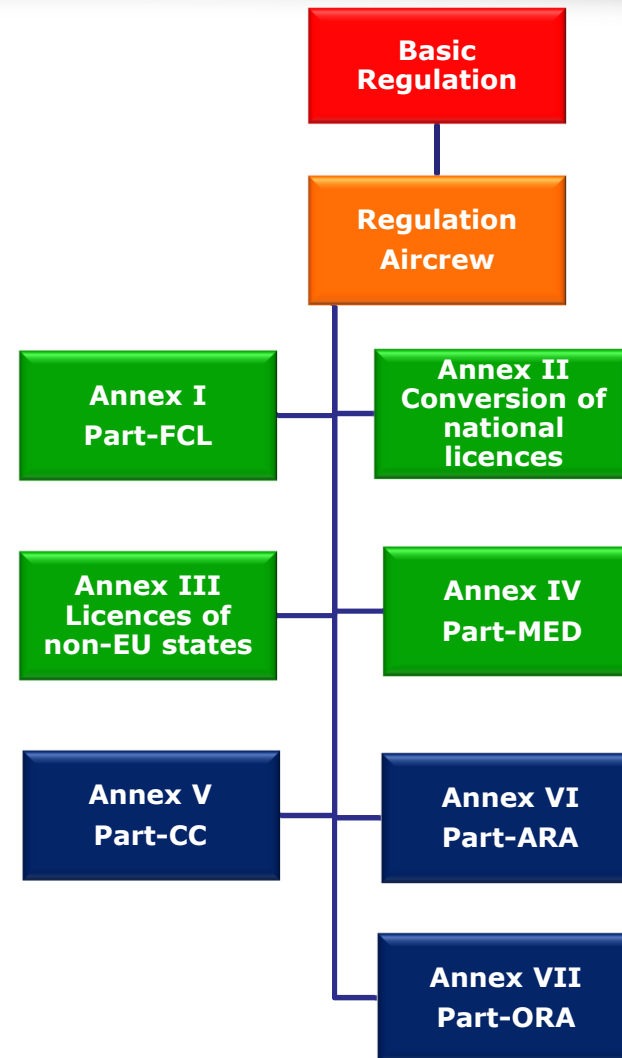
SERA: Standardised European Rules of the Air



Regulation on Aircrew



- **Commission Regulation (EU) 1178/2011 published in November**
- **Contains Cover Regulation, Annexes I – IV**
- **Decisions published in December (AMC and GM)**

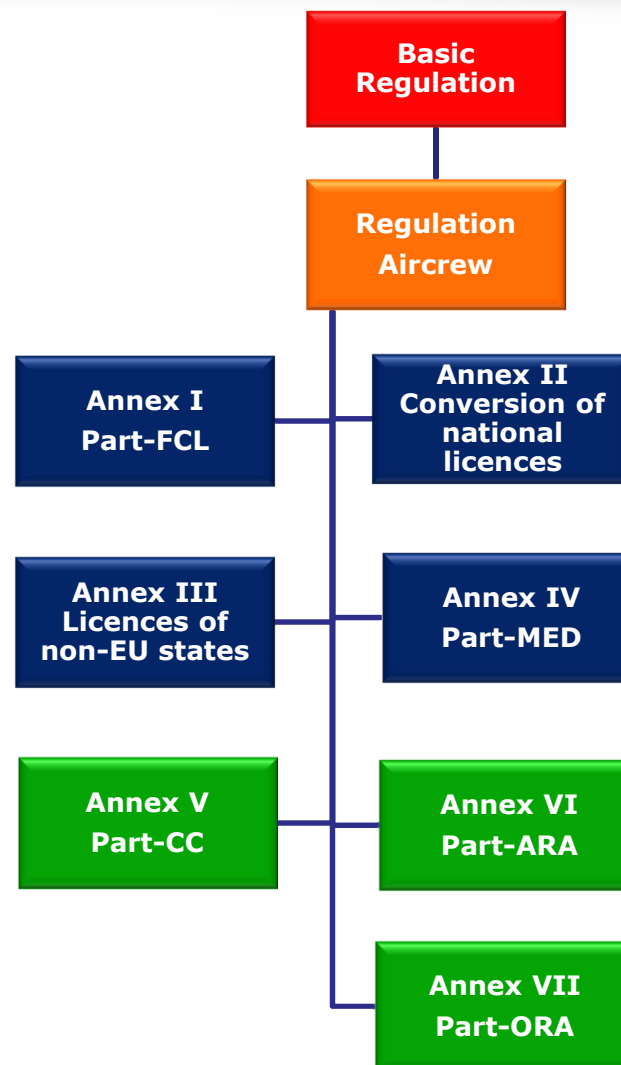




Regulation on Aircrew



- **Commission Regulation (EU) 290/2012 published as amending regulation**
- **Decisions published in April (AMC and GM)**
- **Structure and content of first 12 articles has been changed by the amending regulation**
- **Contains Cover Regulation, Annexes V – VII**





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- **Cover regulation – Aircrew Regulation**
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Cover regulations



The Cover regulation is the actual rule. It is followed by annexes and consists of at least the following:

Applicability of the rule.

Entry into force.

Transition measures.



Aircrew Regulation



Cover Regulation

(1178/2011 and 290/2012)

Annex I
Part-FCL

Annex III
Acceptance of TC
licences

Annex VI
Part-ARA

Annex II
Conversion of
national licences

Annex IV
Part-Medical

Annex VII
Part-ORA

Annex V
Part-Cabin Crew



Cover Regulation



Article	Title
1	Subject matter
2	Definitions
3	Pilot licensing and medical certification
4	Existing national pilots' licences
5	Medical certificates & AME certificates
6	Conversion of flight test qualifications
7	Existing flight engineers' licences
8	Acceptance of third country licences
9	Credit for training commenced prior to the application of the Aircrew regulation



Cover Regulation



Article	Title
10	Credit for military licences
10a	Pilot training organisations
10b	FSTDs
10c	AeMCs
11	Cabin crew medical fitness
11a	CC qualifications and related attestations
11b	Oversight capabilities
11c	Transitional measures
12*	Entry into force and application

* Also Article 2 of the Reg. 290/2012



Article 4

Existing national pilots' licences

1. JAR compliant licences
2. Conversion of non-JAR-compliant licences
3. Annex II or conversion report
4. Content of the conversion report (CR)
5. Documents to be attached to the CR
6. CRI/CRE – TRI/TRE conversion for SP HP complex (A) instructors and examiners
7. Special conditions for student pilots for LAPL



Article 5

Existing national pilots' medical certificates and AME certificates

1. JAR compliant medicals
2. Replacement of pilots' medicals and AMEs' certificates
3. Non JAR compliant medicals and AME certificates
4. Revalidation of medicals



Article 6

Conversion of flight test qualifications

1. Conversion of category 1 and 2 flight test qualifications
2. Conversion report

Article 7

Existing national flight engineers' licences



Articles



Article 8

Acceptance of 3rd country licences

1. Acceptance in accordance with Annex III
2. Credit for ICAO Annex 1 licences holders
3. ATO recommendation
4. Specific credit for ATPL holders
5. (A) or (H) type ratings obtained in accordance with 3rd country rules



Cover Regulation Articles



Article 9

Credit for training commenced prior to the application of this Regulation

1. Training in accordance with JAR-FCL
2. Training in accordance with ICAO Annex 1
3. Credit report



Article 10

Credit for military licences

1. Apply to the Member State where served
2. Credit in accordance with a credit report
3. Content of the credit report



Cover regulation - Articles



Article 10a
ATOs
(Example!)

Article 10b
FSTDs

Article 10c
AeMCs



Cover regulation - Articles



Article 11
CC Medical

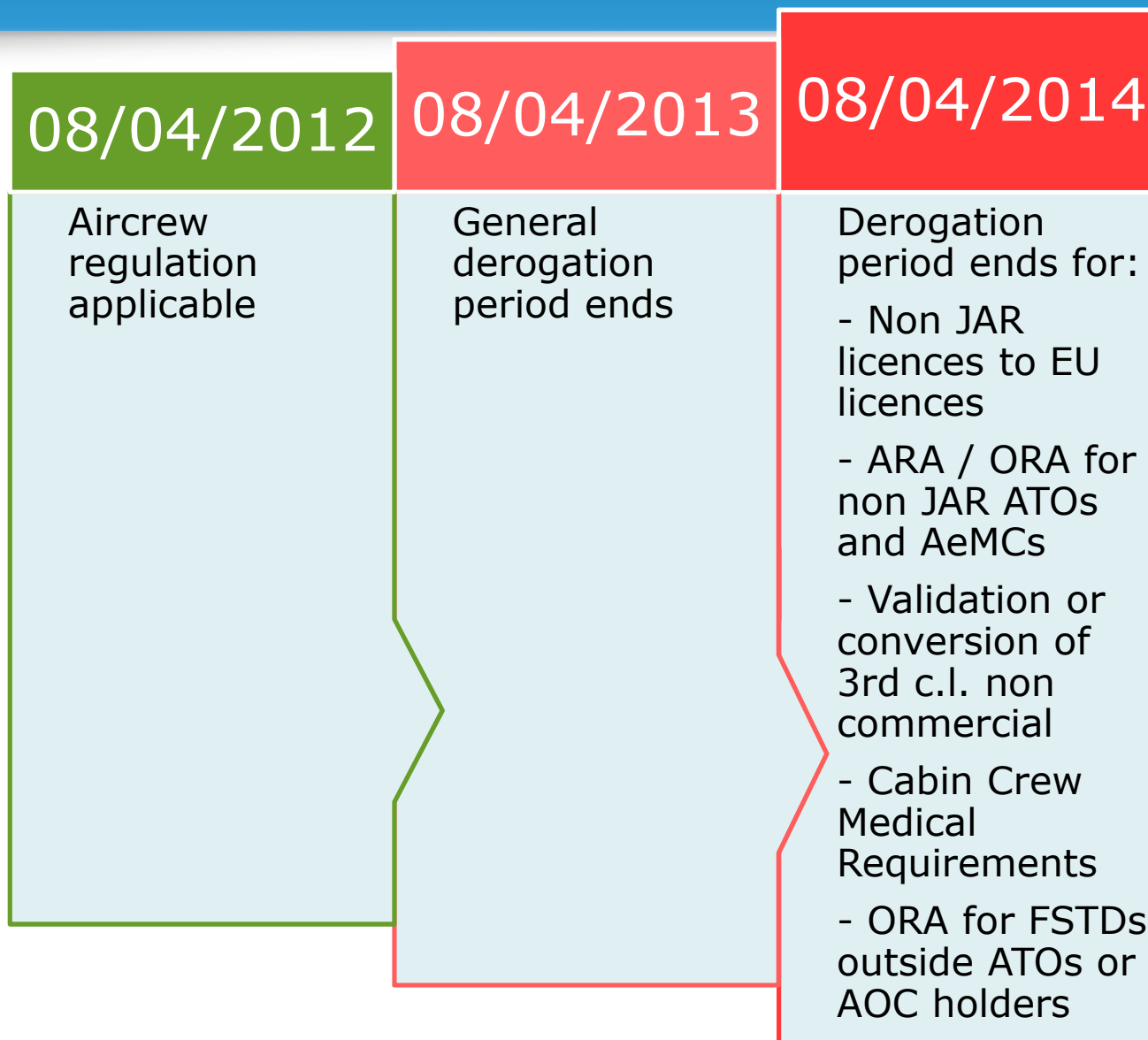
Article 11a
CC qualifications and attestations

Article 11b
Oversight capabilities

Article 11c
**Transitional measures
(organisations)**



Article 12 - Deadlines





Article 12 – Deadlines



08/04/2015

- Derogation period ends for:
- PL, As, B, S
 - LAPL
 - Add. Ratings
 - MCCI(H)
 - MI, FTI
 - CC
 - ATOs LAPL, PPL, BPL, SPL
 - ATOs flight test rating
 - CC H
 - LAPL Medical

08/04/2017

- Latest date for replacement of:
- JAR ATOs (Article 10a)
 - AeMCs (Article 10c)
 - FSTD certificates (Article 10b)
 - CC attestations (Article 11a)
 - JAR-FCL medicals (Article 5)
 - JAR-FCL AME certificates (Article 5)

08/04/2018

- Latest date for replacement of JAR FCL licences with EU licences (Article 1 of Reg. 290/ 2012)

		EU Member States and EFTA States																														
Derogations	Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Denmark	Estonia	Finland	France	Germany	Greece	Hungary	Iceland	Ireland	Italy	Latvia	Lichtenstein	Lithuania	Luxembourg	Malta	Norway	Poland	Portugal	Romania	Slovak Republic	Slovenia	Spain	Sweden	Switzerland	The Netherlands	United Kindgom	
			08 April 2013																													
	Derogation to provisions of Annexes I to IV <i>Article 12(1b)</i> and Annexes V to VIII <i>Article 2(2a)</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	08.04.2012	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	See comment	<input checked="" type="checkbox"/>	See comment	<input checked="" type="checkbox"/>	08.04.2012	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	See comment		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	01.01.2013	<input checked="" type="checkbox"/>	26.06.2012	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	01.06.2012	<input checked="" type="checkbox"/>	17.09.2012
			08 April 2014																													
Conversion of non JAR-compliant aeroplane and helicopter licences. <i>Article 12(3)</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Pilots holding licences and medical certificates issued by a third country involved in the non-commercial operation of aircraft <i>Article 12(4)</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	



Aircrew Implementation Phase



- **Support for review of the derogation notifications & conversion reports**
- **Interpretation support for MS and stakeholders**
- **Article 14 derogations and exemptions (13 FCL – 1 MED)**
- **Alternative Means of Compliance**



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Introduction

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Rule
Structure

Cover
Regulation

Part-FCL

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- Cover regulation – Aircrew Regulation
- **Part-FCL – content and specific issues**





Typical questions



I'm a holder of a JAR licence.

**Will it be still valid after 8.4.13
?**

How do I convert my national glider licence?

**What about my
FAA IR rating
?**

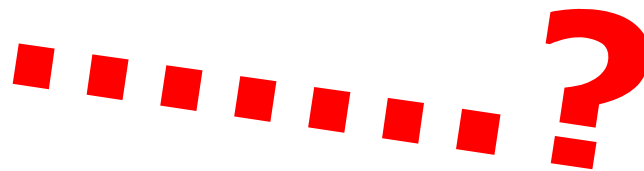
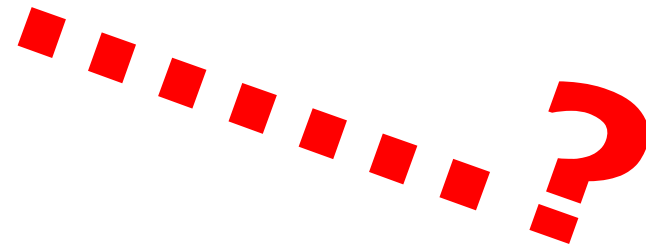
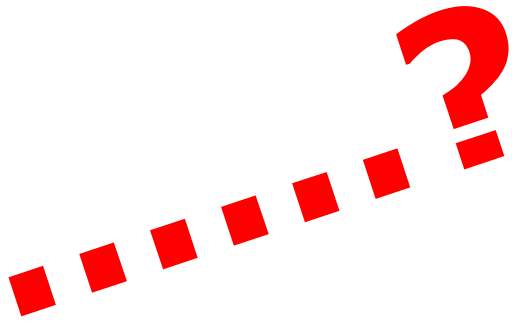
**Someone told me that there
will be a horizontal opt-out!
What is this?**



The new licensing rules



Ihre Fragen ?





Cover Regulation

(1178/2011 and 290/2012)

Annex I
Part-FCL

Annex III
Acceptance of TC
licences

Annex VI
Part-ARA

Annex II
Conversion of
national licences

Annex IV
Part-Medical

Annex VII
Part-ORA

Annex V
Part-Cabin Crew



Annex I Part-FCL

Subpart A
General Rules

Subpart B
LAPL

Subpart C
PPL / SPL / BPL

Subpart D
CPL

Subpart E
MPL

Subpart F
ATPL

Subpart G
IR

Subpart H
Class & Type

Subpart I
Additional Ratings

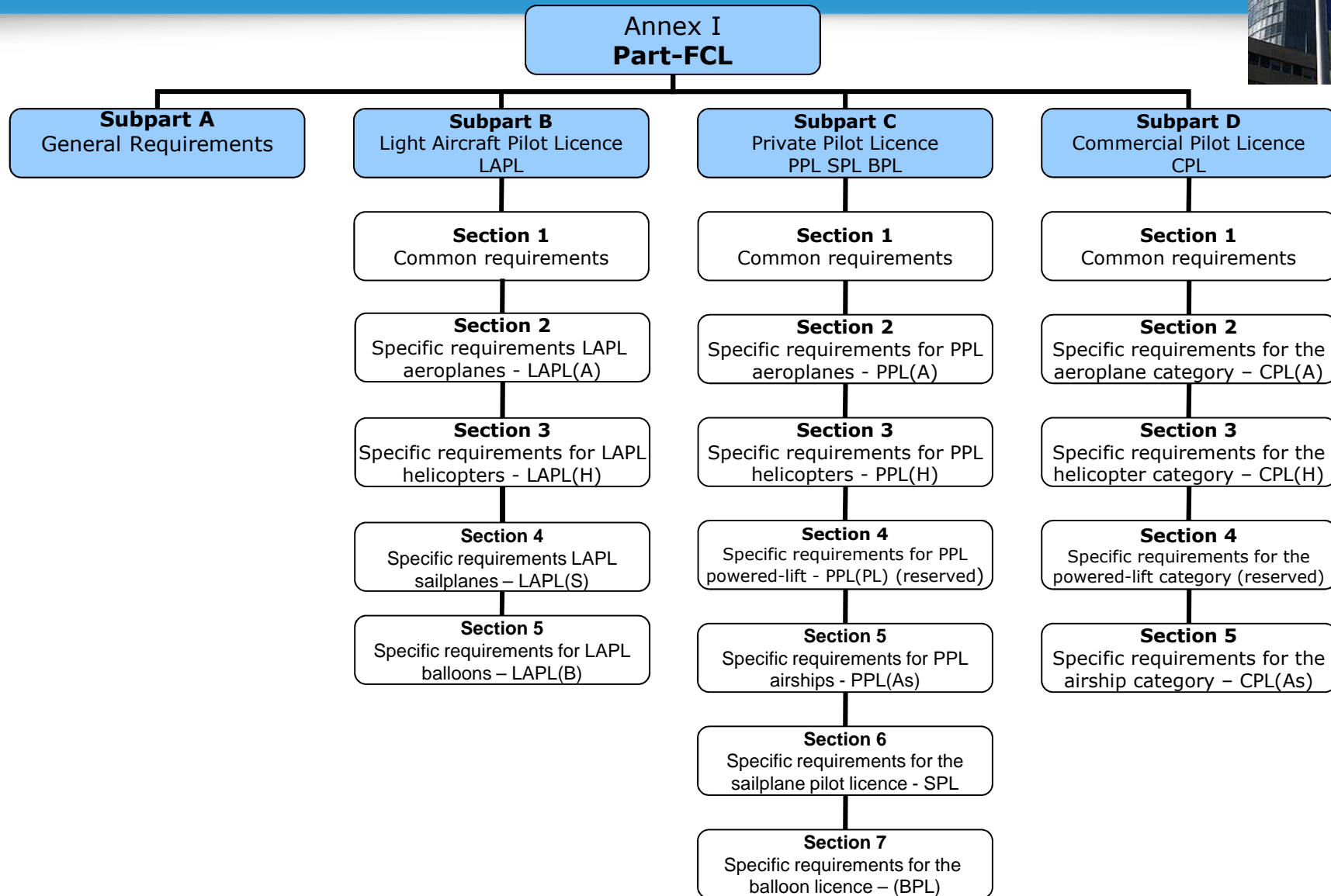
Subpart J
Instructors

Subpart K
Examiners

Decision
2011/016
AMC/GM

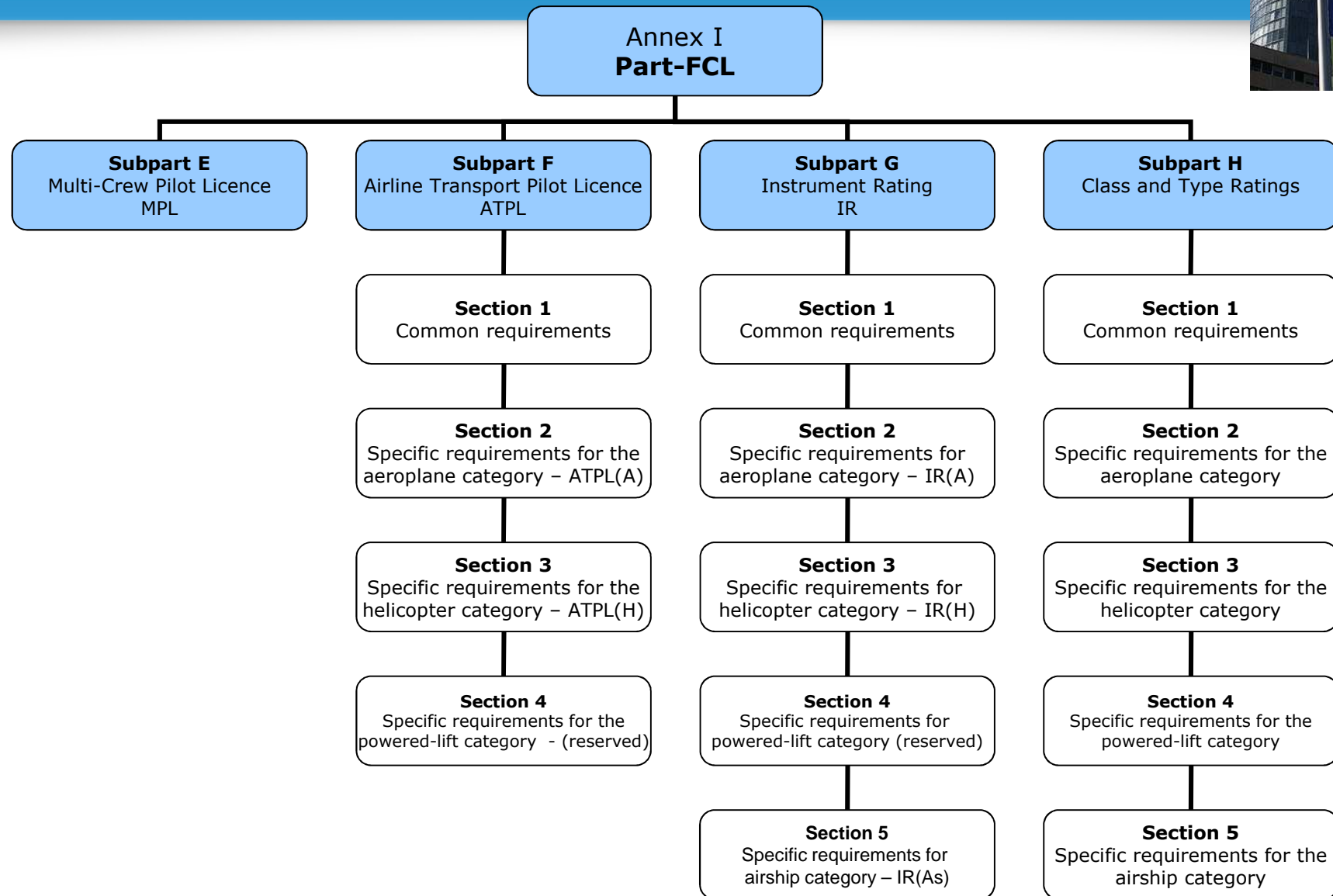


Overview structure of Part-FCL



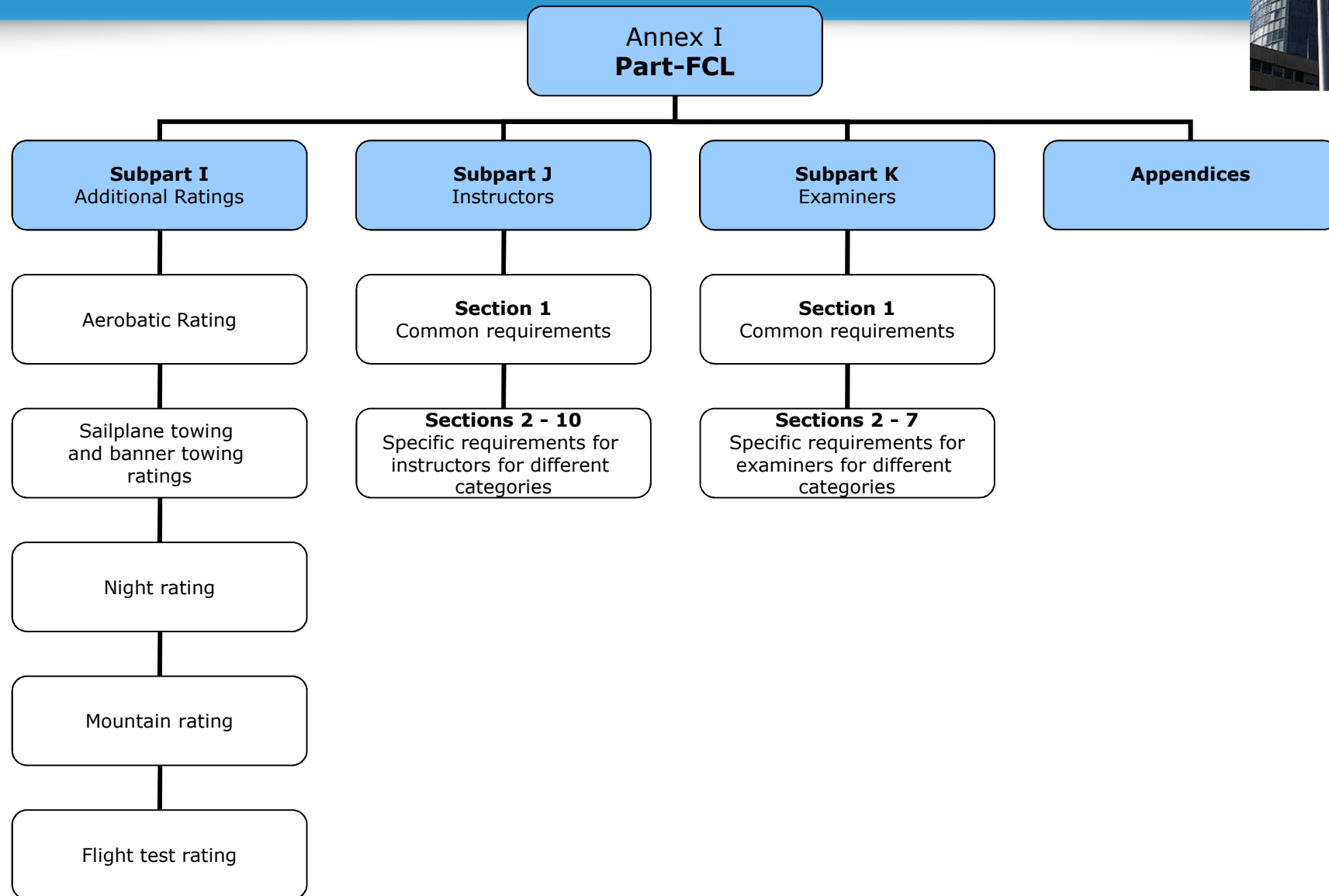


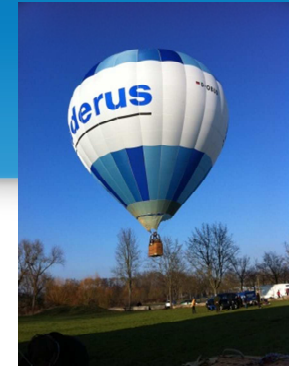
Overview structure of Part-FCL





Overview structure of Part-FCL





Common Requirements

FCL.001 Competent Authority

- ▶ Designated by the MS
- ▶ The Authority to which a person applies for the issue of a licence and associated ratings
- ▶ There can be more than one Authority in a MS



Common Requirements **FCL.010 Definitions**

- Aerobatic flight
- Category of aircraft
- Cruise relief co-pilot
- Powered sailplane
- and a lot more !!!



Common Requirements

FCL.015 Application & Issue of licences

- Limitation or extension of privileges
- Any person shall hold only one licence per category of aircraft
- Application shall be submitted to the CA which initially issued the licence except...



Subpart A

Common Requirements FCL.020 Student Pilot



- ▶ Minimum age solo: A & H & As - 16 years
- ▶ Minimum age solo: S & B 14 years
- ▶ authorised & supervised by an instructor



Part-FCL Subpart A



FCL.025 Theoretical knowledge

Entire set under CA's responsibility
After recommendation of the ATO

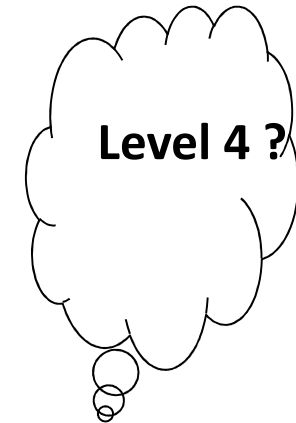
FCL.030 Skill test

After recommendation of the ATO
and TK exam

FCL.035 Crediting flight time and TK



Common Requirements **FCL.055 Language Proficiency**



- ICAO requirements transferred
- A, H, As & powered-lift
- English or language used for R/T
- Level 4 – 4 years
- Specific requirement for IR



Common Requirements

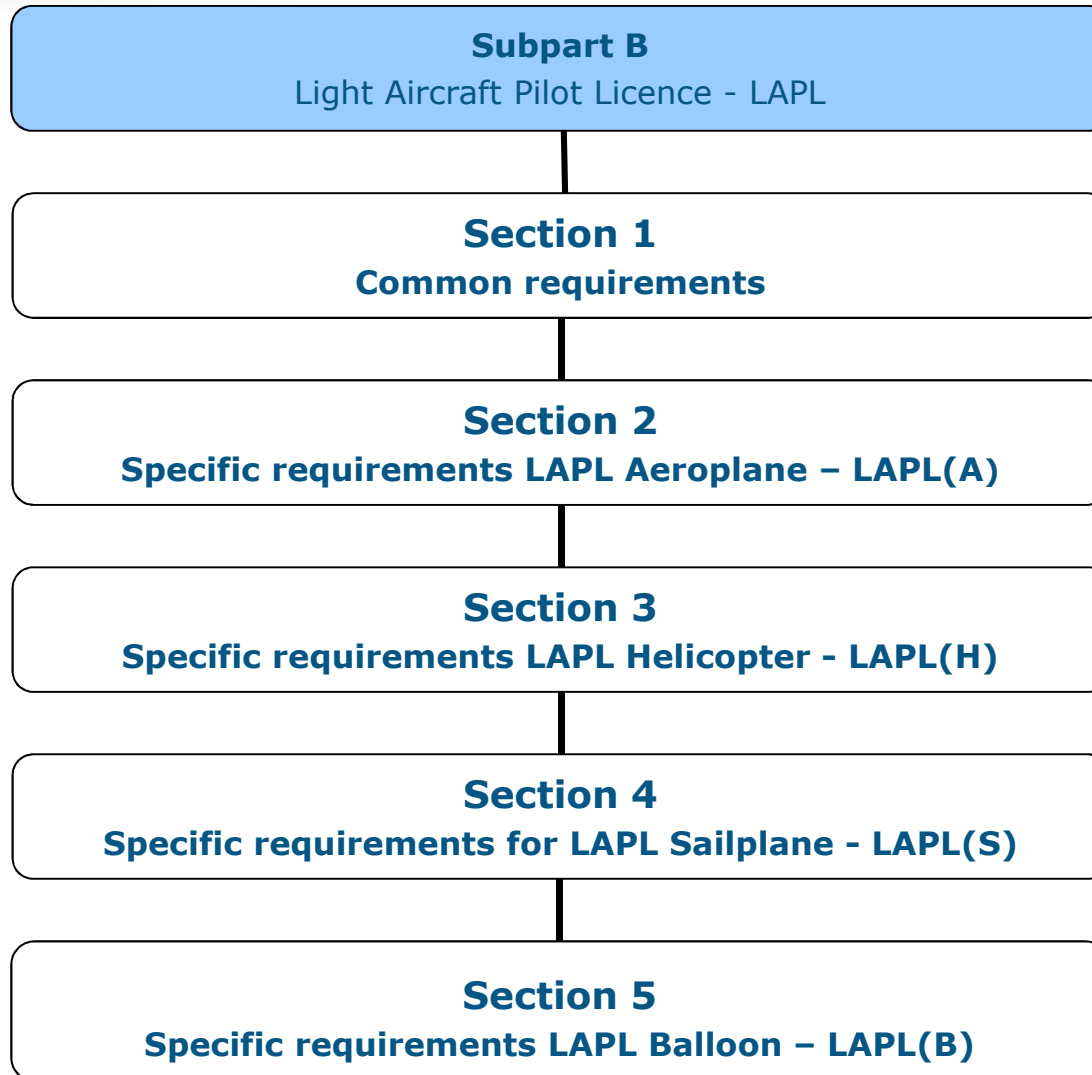
FCL.060 Recent experience

FCL.065 Maximum age for CAT

FCL.070 Revocation, susp. & limitation



Part-FCL Subpart B - structure





Subpart B in Part-FCL

Principles:

- Similar like existing national licences
- Minimise administrative burden for GA
- „Lifetime“ licence with recency requirements
- EU only and different medical
- Crediting for prior experience
- Might be an alternative for conversion



Light Aircraft Pilot License

LAPL(H)



LAPL(A)



LAPL(S)



LAPL(B)



&

TMG

&

TMG



Light Aircraft Pilot Licence



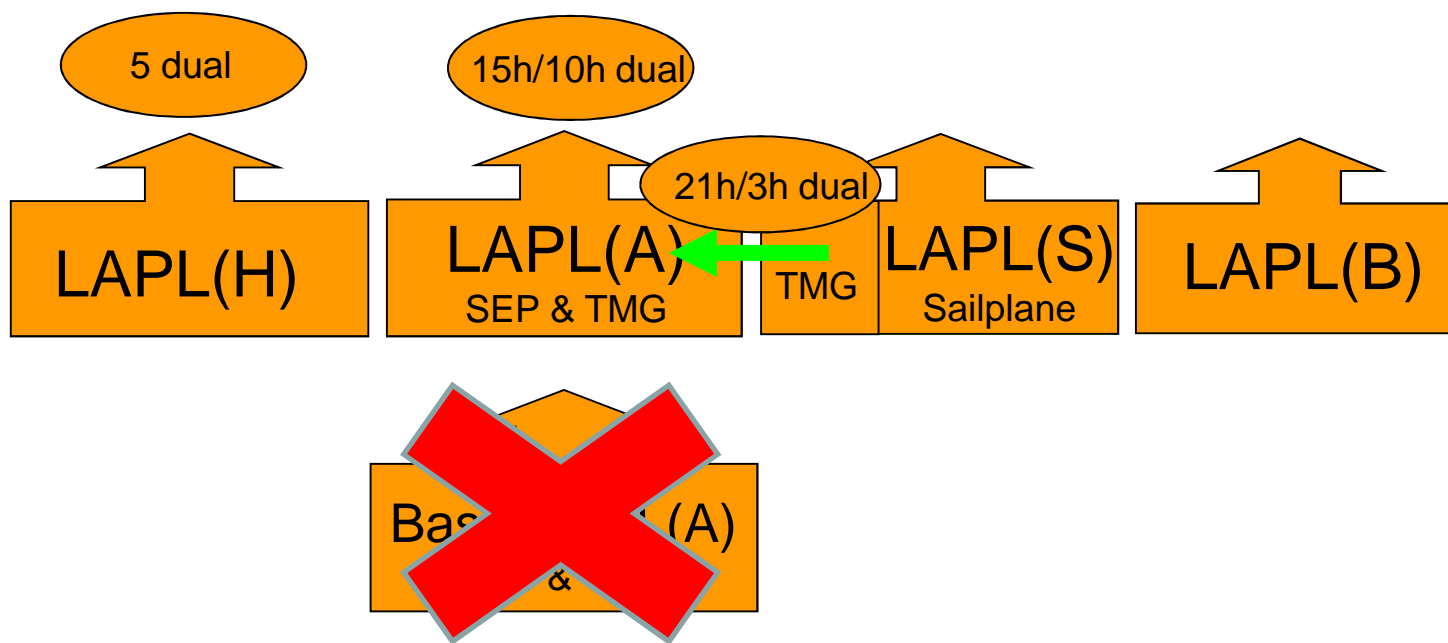
LAPL(A)

- 2t MTOM, single-engine piston land & TMG
- At least 30 hours training
- Crediting for prior experience
- Theoretical knowledge as for PPL
- Separate skill test form
- Lower medical requirements (GMP)



Light Aircraft Pilot License

- EU only
- non-commercial
- LAPL „medical“
- max. 2t MTOM
- 0/3 passengers
- max. 3400m³





Light Aircraft Pilot Licence

LAPL(A)

- Revalidation ? Recency ?
- Where can I find this ?

See Part-FCL: FCL.140.A



Subpart C - PPL, SPL, BPL

Subpart C
Private Pilot Licence
PPL SPL BPL

Section 1
Common requirements

Section 2
Specific requirements for PPL
aeroplanes - PPL(A)

Section 3
Specific requirements for PPL
helicopters - PPL(H)

Section 4
Specific requirements for PPL
powered-lift - PPL(PL) (reserved)

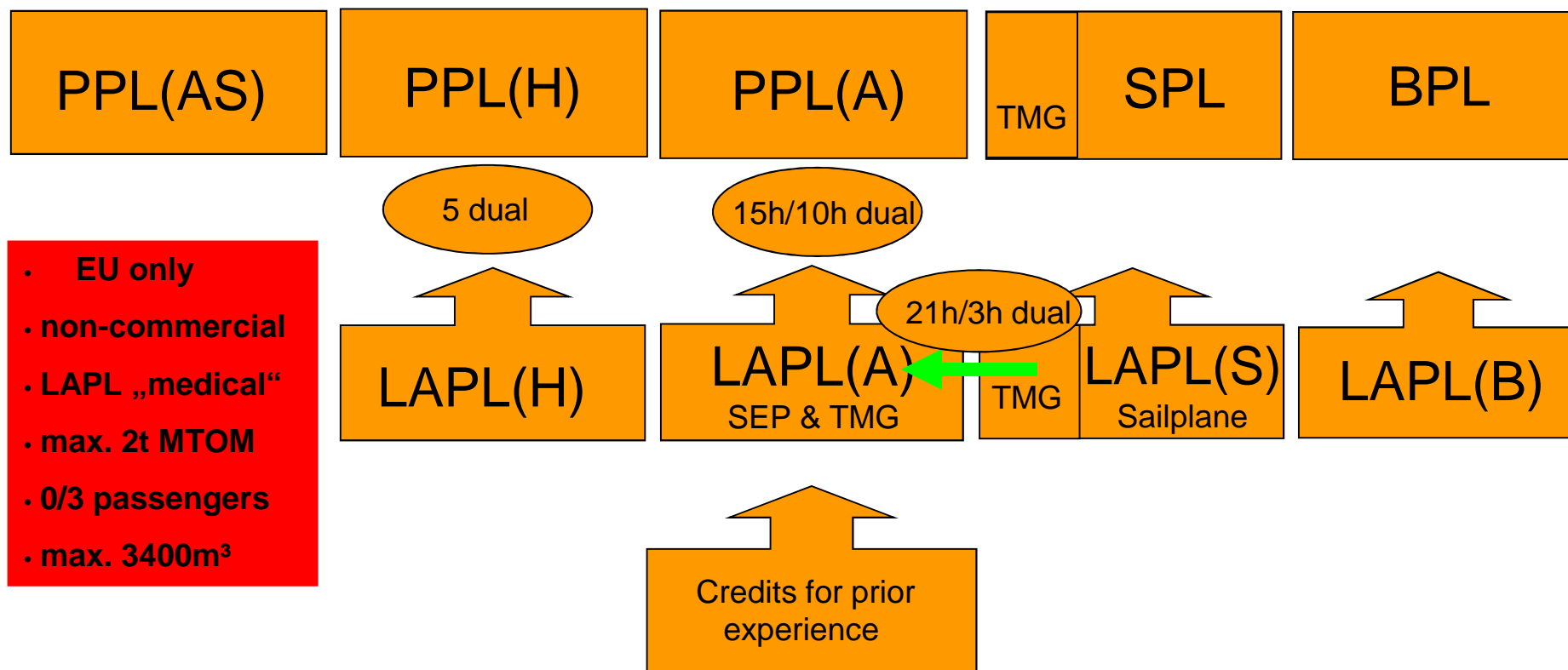
Section 5
Specific requirements for PPL
airships - PPL(As)

Section 6
Specific requirements for the
sailplane pilot licence - SPL

Section 7
Specific requirements for the
balloon licence – (BPL)



PPL - SPL - BPL





PPL – SPL - BPL



➤ Subpart C

➤ PPL(A) & (H) & (As) – SPL - BPL

➤ PPL(A) & (H) - JAR-FCL transfer

➤ PPL(As) new

➤ SPL – as LAPL(S) (but Class II medical)

➤ BPL – as LAPL(B) (but Class II medical)



Subpart C

Section 1

Common requirements

- Minimum age
 - PPL – 17 years
 - BPL and SPL – 16 years
- Training course in an ATO
- TK examination (common & specific subjects)
- Skill test





Subpart C



PPL(A) – Section 2

Specific requirements

- FCL.205.A Privileges - ICAO wording but „may receive remuneration“ for instructors and examiners (also PPL(H), PPL(As), SPL and BPL)
- Experience & crediting like in the JARs
- LAPL(A) „upgrade“
- LAPL(S) & TMG: „specific upgrade“



Subpart C

SPL - BPL

Specific requirements

- ▶ SPL & BPL similar as for LAPL
- ▶ Commercial privilege added
- ▶ Groups for balloons introduced
- ▶ Balloon classes specified in AMC1
FCL.135.B; FCL.225.B



Subpart D - CPL

Subpart D
Commercial Pilot Licence
CPL

- Minimum age – 18 years
- Privileges
 - All privileges of LAPL and PPL
 - PIC or co-pilot other than commercial air transport
 - PIC in CAT SP aircraft
 - Co-pilot in CAT
- Theoretical and practical training
- Class- or type rating training
- Skill test
- Specific conditions for MPL holders



Subpart E - MPL

Subpart E
Multi-Crew Pilot Licence
MPL

- Minimum age – 18 years
- Privileges
 - Co-pilot in MPA
 - Additional privileges (PPL(A) and or CPL(A)) if additional conditions are fulfilled
 - IR(A) restricted to MPA





Subpart E - MPL

Subpart E
Multi-Crew Pilot Licence
MPL

- Integrated training course, competency based training
- Skill test on a ME turbine powered MPA
- ATO linked to a CAT operator



Subpart F - ATPL

Subpart F
Airline Transport Pilot Licence
ATPL

- Minimum age – 21 years
- Privileges
 - All privileges of LAPL, PPL and CPL
 - PIC in CAT
- Theoretical knowledge
- CPL or MPL
- MPA Type rating
- Experience
- Skill test



Subpart G - IR

Subpart G
Instrument Rating
IR

- PPL, CPL, MPL and ATPL with IR in appropriate aircraft category
- Privileges
 - Fly an aircraft under IFR with min. decision height 200 feet (60 m)
- PPL plus night rating or CPL in the appropriate aircraft category
- PPL plus ATPL in another aircraft category
- Theoretical knowledge
- Skill test
- Validity 1 year



Subpart H Class and Type Rating

Subpart H
Class and Type Ratings

- PPL, CPL, MPL or ATPL in the appropriate aircraft category
- Privileges to act as a pilot on the class or type of aircraft
- Theoretical knowledge
- Skill test



Class and type ratings

- LAPL, SPL and BPL licences don't have ratings
- Class and type rating lists on the EASA webpage:

<http://easa.europa.eu/certification/experts/typeratings-list-licence-endorsement-list.php>

- Type ratings (H)
- Single-pilot & multi-pilot ratings (A)
- HPA types are already marked
- In the future also complex types will be marked on the list



Training courses



1) FCL.725:

*The type rating training course shall include the mandatory training elements for the relevant type as defined in the **operational suitability data (OSD)** established in accordance with Part-21.*

2) Appendix 9:

*Unless otherwise determined in the **OSD**, the syllabus of flight instruction shall comply with **Appendix 9**. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the **OSD**.*



Class and type ratings

- General information on OSD:
 - OSDs are not yet published
 - estimated timetable: early 2014
- published OEB reports will be transformed to OSDs
- current OEB reports:
<http://www.easa.europa.eu/certification/experts/OEB-reports.php>





Class and type ratings



- ▶ Recommendations to be followed when developing type rating courses in accordance with Part-ORA and AMCAs
 - ▶ theory and flight training items included
 - ▶ see AMC2 and AMC3 for ORA.ATO.125
- ▶ Initial and additional TR(H) – flight instruction in AMC2 FCL.725(a)
- ▶ Syllabi for TK in AMC1 FCL.725(a)



Class and type ratings



- ▶ Prerequisites for aeroplane type ratings
 - ▶ **SP ME** -> 70 h PIC on aeroplanes
 - ▶ **SP HPA non-complex** -> 200 h total, 70 h PIC on aeroplanes, HPA course or ATPL(A) TK exams, MCC course if MP operations
 - ▶ **SP HPA complex*** -> as above, and for the issue of the rating, fulfil ME/IR(A) requirements
 - ▶ **Multi-pilot** -> 70 h PIC on aeroplanes, ME/IR(A), ATPL(A) TK exams, MCC course (if not included)

* Definition in the BR



Class and type ratings



- ▶ Cruise relief co-pilot rating
 - ▶ operations in multi-pilot aeroplane above FL200
 - ▶ rulemaking task FCL.004
 - ▶ developing detailed type rating requirements taking into account Part-FCL and Part-CAT requirements



Class and type ratings

- HPA TK course
 - see syllabus AMC1 FCL.720.A(b)(2)(i)

- ZFTT training
 - flight experience requirement 1500h/250 route sectors or 500h/100 route sectors depending on FFS level
 - see FCL.730.A and also ORA.ATO.330



Class and type ratings

- ▶ Prerequisites for helicopter type ratings
 - ▶ **SP ME** -> pre-entry course or ATPL(H) TK exams, 70 h PIC on helicopters (or have completed an integrated course)
 - ▶ **Multi-pilot** -> 70 h PIC on helicopters, ATPL(H) TK exams, MCC course (if not incl. and no previous MP experience)



Class and type ratings

- Prerequisites for powered-lift type ratings
 - applicant shall have either a frozen ATPL or an ATPL for aeroplanes or helicopters
 - in addition specific experience required
- No powered-lift licence, only type ratings



Class and type ratings

- ▶ Prerequisites for airship type ratings
 - ▶ **Multi-pilot** -> 70 h PIC on airships, MCC course





Class and type ratings

- Multi-crew co-operation course
 - 25 h theory, airships 12 h
 - amount of practical training depends on which training course was chosen
 - see syllabus AMC1 FCL.735.A; FCL.735.H
- MCC course valid also for other categories





Class and type ratings



► Theoretical knowledge examination for class/type

Class / type	Examination	Number of questions
Single engine	Verbal by examiner	Satisfactory to examiner
Single-pilot ME	Written, multiple-choice	Depends on aircraft
Single-pilot HPA	Written, multiple-choice	60
Multi-pilot	Written, multiple-choice	100



Class and type ratings

Skill test according to Appendix 9

Report forms for:

- SP aeroplanes
- **MP and SP HPA complex aeroplanes**
- class rating SEA
 - see also syllabus in AMC1 FCL.725.A(b)
- SP and MP helicopters
- **Powered lift type ratings**
- **Airship type ratings**



Class and type ratings

Applicant shall pass the skill test

- within 6 months **after commencement** of the training course **and**
- within 6 months **preceding the application** for the issue of the rating



Class and type ratings



- From one variant to another
 - differences or familiarisation training
 - if no flying with the variant for two years, further differences training or a prof check required
 - except SEP and TMG ratings

- GM1 FCL.710:
 - differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft
 - familiarisation training requires the acquisition of additional knowledge



Class and type Revalidation



- **Aeroplanes:**
 - **ME class ratings and type ratings:**
 - Valid for 1 year
 - Proficiency check + experience
 - if working for a CAT operator -> combined OPC+LPC
 - **SP SE and TMG class ratings:**
 - Valid for 2 years
 - Proficiency check or
 - For SEP and TMG experience + training flight
 - Combined revalidation of SEP and TMG



Class and type - Revalidation

- Helicopters
 - prof check + 2 h experience
 - possible to combine prof check for pilot holding several SEP type ratings or pilot holding several SET type ratings (below 3175kg) - see FCL.740.H
- Powered-lift ratings
 - prof check + experience
- Airship ratings
 - prof check + experience



Class and types - Renewal



- Refresher training + prof check
- Guidance in AMC1 FCL.740(b)(1):
 - expired less than 3 months: no supplementary requirements
 - expired 3 months to 1 year: a minimum of two training sessions;
 - expired 1 year to 3 years: a minimum of three training sessions in which the most important malfunctions in the available systems are covered;
 - expired more than 3 years: the applicant should again undergo the training required for the initial issue of the rating or, in case of helicopter, the training required for the 'additional type issue', according to other valid ratings held.



Subpart I – Additional ratings

- Hold a pilot licence
- Privileges
 - Aerobatic rating
 - Sailplane towing and banner towing ratings
 - Night rating
 - Mountain rating
 - Flight test rating
- Theoretical knowledge
- Skill test

Subpart I
Additional ratings



Aerobatic rating

For holders of an aeroplane pilot licence, TMG or sailplane pilot licence

- Also possible for LAPL holder

Privileges are limited to the category on which training was performed

- Extension via additional training

What is required:

- Specified PIC flight experience and
- Theoretical knowledge and flight training at ATO



Sailplane towing and banner towing ratings

- For holders of a pilot licence for flying aeroplanes or TMG
 - also for LAPL holders

- What is required:
 - specified PIC flight experience and
 - Theoretical knowledge and flight training at ATO
 - familiarisation flights with sailplane if no LAPL(S) or SPL licence



Sailplane towing and banner towing ratings

- ▶ More experience required for banner towing rating
- ▶ Privileges of sailplane or banner towing are limited to aeroplanes or TMGs
 - ▶ extension via additional training
- ▶ Recency requirement 5 tows during last 24 months



Night rating

For holders of a pilot licence for aeroplanes, TMG, helicopters, airships and balloons

- Also for LAPL holders (except LAPL(H))

What is required:

- Theoretical knowledge and flight training at ATO
- From LAPL holders also basic instrument flight training
- From helicopter pilots specified flight experience
- From balloon pilots only flight training



Night rating

PPL(H) night rating syllabus in AMC1 FCL.810(b)

- Corresponding syllabus for aeroplanes under development
- Rulemaking task FCL.002



Mountain rating

- For holders of a pilot licence for aeroplanes or TMG
 - also for LAPL holders
 - helicopter mountain rating included in future rulemaking task FCL.016
- To be operated by wheels or by skis
 - extension of privileges via familiarisation training



Mountain rating

What is required:

- Theoretical knowledge and flight training at ATO
- Skill test (incl. verbal theory exam)
- Airfield specifically approved

Rating is valid for 2 years

Revalidation via recent experience or prof check

Renewal via prof check



Flight test rating

- For holders of aeroplane or helicopter pilot licences
- For category 1 or 2 flight testing
 - helicopters certificated/to be certificated according to CS-27 or CS-29 and
 - aeroplanes according to CS-25 or CS-23 (except MTOM below 2000kg)
 - or equivalent airworthiness codes



Flight test rating

- What is required
 - CPL/IR in the appropriate category
 - specified flight experience
 - training course at ATO
- Privileges will be limited to the flight test and aircraft category on which training was performed
 - extension via additional training



Subpart J - Instructors

Subpart J
Instructors

- Hold the same licence and rating for which they give training
- Act as PIC
- Theoretical knowledge
- Assessment of competence
- Certificate valid for 3 years



Instructor certificates

Flight instructor FI

Type rating instructor TRI

Class rating instructor CRI

Instrument rating instructor IRI

Synthetic flight instructor SFI

Multi-crew cooperation instructor MCCI

Synthetic training instructor STI

Mountain rating instructor MI

Flight test instructor FTI



Key points of Subpart J

- Instructors need to
 - be trained for competences laid down in FCL.920
 - earlier only for MPL(A) instructors
 - includes threat and error management (TEM)
 - pass an assessment of competence
 - report forms in AMC section
 - except MCCI, STI, MI and FTI



Certificates valid for three years

- MI valid as long as the other instructor certificate held is valid

Revalidation requirements

- TRI holding privileges for more than one type in the same category -> assessment in one type revalidates also the others



Different experience, training and checking requirements for different privileges

- FI to instruct for LAPL, SPL, BPL, towing and aerobatic rating
- TRI to instruct for MPA, SP HP complex aeroplanes, H and powered-lift type ratings
- any limitation or extension to be endorsed on the licence



Instructors

- SP HPA complex aeroplanes
 - Now to be trained by TRI
 - Former ratings to be converted (FI, CRI and STI)

Grandfather rights according to Article 4:

Holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.



Instructors

- FCL.905.TRI
 - multi-pilot type ratings
 - SFI and TRI certificate
 - Revalidation and renewal of IR if IR holder
 - Specific privileges:
 - SP HPA complex type ratings in single-pilot or multi-pilot operations
 - See also subparagraphs for other aircraft categories



Instructors



- SFI(A)
- multi-pilot type ratings
- Issue, revalidation and renewal of IR if IR holder and has passed an IRI course
- Specific privileges:
 - SP HPA complex type ratings in single-pilot or multi-pilot operations
 - See also subparagraphs for other aircraft categories



Instructors

CRI privileges restricted to class or type in which the assessment was taken

- Extension via 15 h PIC experience and one training flight

MCCI privileges restricted to type in which the course was taken

- Extension via practical training

Also STI is type specific



Instructors

- MI shall hold
 - FI, CRI or TRI certificate; and
 - single-pilot aeroplane rating; and
 - mountain rating

- Pre-entry flight test before training course



Instructors

- FTI shall hold
 - flight test rating; and
 - 200 h experience of flight testing

- No assessment of competence for MI or FTI
 - instructor competencies are assessed continually during the training course



Instructors - revalidation

- Certificates valid for 3 years
- FI, IRI, SFI fulfil 2 of 3 requirements
- TRI, CRI fulfil 1 of 3 requirements
 - Experience, refresher seminar, assessment of competence (every 2nd time)
- MCCI – experience as MCCI
- STI – experience and prof. check
- FTI – FT experience or instruction experience or refresher seminar



Subpart K - Examiners

- Hold the same licence, rating and instructor rating or certificate for which they take examinations
- Act as PIC
- Theoretical knowledge
- Assessment of competence
- Valid for 3 years
- Special authorisation for revalidation endorsements on the licence

Subpart K
Examiners



Examiners

Flight examiner FE

- FE(A), FE(H), FE(As), FE(S) and FE(B)

Type rating examiner TRE

- TRE(A), TRE(H) and TRE(PI)

Class rating examiner CRE

- CRE(A)

Instrument rating examiner IRE

- IRE(A), IRE(H) and IRE(As)

Synthetic flight examiner SFE

- SFE(A), SFE(H) and SFE(PI)

Flight instructor examiner FIE

- FIE(A), FIE(H), FIE(As), FIE(S) and FIE(B)



Major differences to JAR-FCL

- Part-FCL examiner holds a certificate instead of an authorisation
 - increased liability issues for examiner – it is advised to have a 'professional indemnity' insurance.
- If examiner licence issued by MS 1, applicant's licence issued by MS 2 the examiner must:
 - pre-notify the competent authority of the licence holder
 - receive a briefing from the competent authority of the licence holder on national admin procedures, requirements for protection of personal data, liability, accident insurance and fees



Major differences to JAR-FCL - continued

- TRE conducts test/check for **SP HPA complex aeroplane type ratings**
- CRE's perform test/check for class and type ratings for single pilot aeroplanes, **except SP HPA complex aeroplanes**
- Authorities are no longer able to refuse a Part-FCL certified examiner, who complies with the requirements.



Examiners

- Guidance for examiners in Part-FCL and also in Part-ARA
 - record-keeping for 5 years
 - report forms shall be submitted to both the own authority and to the applicant's authority
 - vested interests (for example instructor/student)
 - privilege to revalidate or renew rating or certificate if authorised by the competent authority



Timeline:

From 8th April 2012

- JAR Examiner Authorisations are Part-FCL examiner certificates.

From 8th April 2013 (at the latest depending on MS's derogation status)

- new Examiner certificates issued upon re-issue of authorisation
- examiner brief required
- pre-notification required



Appendices to Part-FCL

- A 1 – Crediting of theoretical knowledge
- A 2 – Language Proficiency Rating Scale
- A 3 – Training courses for the issue of a CPL and an ATPL
- A 4 – Skill test for the issue of a CPL
- A 5 – Integrated MPL training course



Appendices to Part-FCL

- A 6 – Modular training courses for the IR
- A 7 – IR skill test
- A 8 – Cross-crediting of the IR part of a class or type rating proficiency check
- A 9 – Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs



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