



NOTICE OF PROPOSED AMENDMENT (NPA) No 2008-17A

**DRAFT OPINION OF THE EUROPEAN AVIATION SAFETY AGENCY,
FOR A COMMISSION REGULATION establishing the implementing rules for the
licensing and medical certification of pilots
and**

**DRAFT DECISION OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION
SAFETY AGENCY on
acceptable means of compliance and guidance material on the licensing and medical
certification of pilots**

"Implementing Rules for Pilot Licensing"

A. Explanatory Note and Appendices

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A. Explanatory Note

I. General

1. The purpose of this Notice of Proposed Amendment (NPA) is to develop an Opinion on the implementing rules for the licensing and medical certification of pilots and a Decision on the related Acceptable Means of Compliance (AMC) and Guidance Material (GM). The scope of this rulemaking activity is outlined in Terms of Reference (ToR) FCL.001 and is described in more detail below.
2. The European Aviation Safety Agency (the Agency) is directly involved in the rule-shaping process. It assists the Commission in its executive tasks by preparing draft regulations, and amendments thereof, for the implementation of the Basic Regulation¹ which are adopted as "Opinions" (Article 19(1)). It also adopts Certification Specifications, including Airworthiness Codes and Acceptable Means of Compliance and Guidance Material to be used in the certification process (Article 19(2)).
3. When developing rules, the Agency is bound to following a structured process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as "The Rulemaking Procedure"².
4. This rulemaking activity is included in the Agency's Rulemaking Programme for 2008. It implements the rulemaking task FCL.001.
5. The text of this NPA has been developed by the Agency, based on the inputs of the FCL.001 and MDM.032 rulemaking groups. It is submitted for consultation of all interested parties in accordance with Article 52 of the Basic Regulation and Articles 5(3) and 6 of the Rulemaking Procedure.

II. Consultation

6. To achieve optimal consultation, the Agency is publishing the draft decision of the Executive Director on its internet site. Comments should be provided within 3 months in accordance with Article 6(4) of the Rulemaking Procedure. Comments on this proposal should be submitted by one of the following methods:

CRT: Send your comments using the Comment-Response Tool (CRT) available at <http://hub.easa.europa.eu/crt/>

E-mail: In case the use of CRT is prevented by technical problems these should be reported to the [CRT webmaster](mailto:CRT_webmaster@easa.europa.eu) and comments sent by email to NPA@easa.europa.eu.

Correspondence: If you do not have access to internet or e-mail you can send your comment by mail to:
Process Support
Rulemaking Directorate
EASA
Postfach 10 12 53
D-50452 Cologne
Germany

¹ 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 (OJ L 79, 19.3.2008, p.1).

² Management Board Decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and GM ("Rulemaking Procedure"), EASA MB 08-2007, 13.6.2007

Comments should be received by the Agency before **5 September 2008**. If received after this deadline they might not be taken into account.

III. Comment response document

7. All comments received in time will be responded to and incorporated in a comment response document (CRD). The CRD will be available on the Agency's website and in the Comment-Response Tool (CRT).

IV. Content of the draft opinion and decision

Background

8. On 15 December 2004 the Agency issued an Opinion³ to extend the scope of Regulation (EC) No. 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, to the regulation of pilot licensing, air operations and third country aircraft.
9. In November 2005, the Commission presented its proposal for the amendment of Regulation (EC) No. 1592/2002⁴. This proposal was accompanied by a Communication⁵, where the Commission explained the main objectives of its proposal:
 - To establish in the form of essential requirements, high level safety objectives to be achieved by the regulation of pilot licensing;
 - To require all pilots operating in the Community to hold a licence attesting compliance with common safety requirements covering their theoretical and practical knowledge, as well as their physical fitness;
 - To require organisations, flight synthetic training devices and persons involved in the training, testing, checking and medical assessment of pilots to be certified on the basis of common rules;
 - To allow assessment bodies to issue a new category of licence, the leisure pilot licence, tailored more closely to this category of airspace user, subject to appropriate verification of their ability to fulfil the related responsibilities;
 - To give executive powers to the Commission to adopt the necessary implementing rules and to the Agency to oversee organisations located in third countries and to certify flight synthetic training devices.

³ Opinion No. 3/2004 of the European Aviation Safety Agency for amending Regulation (EC) No 1592/2002 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, to extend its scope to the regulation of pilot licensing, air operations and third country aircraft, 15 December 2004. (http://www.easa.europa.eu/ws_prod/g/rg_opinions_main.php#2004)

⁴ Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 1592/2002 of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (presented by the Commission), COM(2005)579 final, 16 November 2005. (http://ec.europa.eu/prelex/detail_dossier_real.cfm?CL=en&DosId=193564)

⁵ Communication from the Commission to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions, "Extending the tasks of the European Aviation Safety Agency – An Agenda for 2010", COM(2005)578 final, 15 November 2005. (<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2005:0578:FIN:EN:PDF>)

10. When adopting its proposal, the Commission recommended, as suggested by the Agency itself, that common requirements to be specified in implementing rules be based as much as possible on existing JAA material such as JAR-FCL 1, 2 and 3 and JAR-STD and that they be tailored to the risks to be mitigated. In order to develop these implementing rules, the Agency included in its rulemaking programme the task FCL.001. The ToR of this task, as well as the composition of the rulemaking group, were adopted in July 2006⁶, and the group started the drafting in August 2006.
11. The ToR defined the objective of the task as the development of common requirements for the implementation of the extended Basic Regulation as regards pilot licensing, including implementing rules and AMC/GM for:
 - The licensing, training and medical certification of pilots involved in commercial activities and non-commercial activities. For pilots of aeroplanes and helicopters, these rules should be based on JAR-FCL 1, 2 and 3, and JAR-STD. For pilots of other categories of aircraft, such as balloons and gliders, which are not included in JAR-FCL, new requirements should be developed, on the basis of ICAO Annex 1 and also existing national regulations. When doing so, one of the main issues to be assessed should be the need for a commercial licence for these categories of aircraft.
 - The conduct of oversight by competent authorities, based on appropriate JAA JIP's (Joint Implementation Procedures) and harmonised with similar provisions included in other implementing rules.
12. The ToR established that due consideration should be given to the conclusions reached during the legislative process relative to the extension of scope of Regulation (EC) No 1592/2002, so as to adjust the deliverables to the likely result of these negotiations. They also called for coordination with the rulemaking tasks OPS.001 and MDM.032. The latter would provide input for the regulation of the leisure pilot licence.
13. The FCL.001 rulemaking group decided early on to divide itself into subgroups, in order to better deal with the different issues contained in its ToR. Accordingly, the ToR and composition of four subgroups were adopted in October 2006. These subgroups were:
 - The subgroup JAR and powered-lift aircraft licences. This subgroup was tasked with the development of requirements and related AMC/GM for the licensing and training of pilots of aeroplanes, helicopters and powered lift aircraft involved in commercial and non-commercial activities. For pilots of aeroplanes and helicopters, these rules were to be based on JAR-FCL 1 and 2 and JAR-STD and encompass Subpart N of JAR-OPS 1 and 3. For pilots of powered-lift aircraft, which were not included in JAR-FCL, new requirements were to be developed on the basis of ICAO Annex 1 and also existing national regulations. The main challenge of this group was to adapt the JAR requirements to the EASA legal framework.
 - The subgroup non-JAR-licences. The objective of this subgroup was to develop requirements and related AMC/GM for the licensing and training of pilots of balloons, gliders and airships involved in commercial and non-commercial activities. Since these licences were not included in JAR-FCL, new requirements were to be developed, on the basis of ICAO Annex 1 and also existing national regulations. When doing so, one of the main issues to be assessed was the need for a commercial licence for these types of aircraft.
 - The subgroup medical requirements, which was tasked to develop requirements and related AMC/GM for the medical certification of pilots involved in commercial activities and non-commercial activities. For pilots of aeroplanes and helicopters,

⁶ http://www.easa.europa.eu/ws_prod/r/r_tor.php

these rules were to be based on JAR-FCL 3. For pilots of other categories of aircraft which are not included in JAR-FCL, new requirements were to be developed, on the basis of ICAO Annex 1 and also existing national regulations.

- The subgroup authority requirements and safety management system. The objective of this subgroup was first to develop requirements and related AMC/GM for competent authorities based on appropriate ICAO Documents and JAA JIPs, taking into account the need for consistency with similar provisions included in other implementing rules; it had also to draft a proposal for safety management systems' requirements based on ICAO Annex 6, ICAO Doc 9859 and work carried out by the JAA. This subgroup was asked to develop its work in close coordination with the equivalent subgroup of OPS.001, in order to harmonise requirements for authorities and organisations in as much as possible.
14. In order to provide the necessary input for the leisure pilot licence, the MDM.032 group also created a subgroup on licensing issues. The ToR and composition of the subgroup were adopted in March 2007, and the subgroup started meeting in April 2007. In accordance with the ToR, the subgroup's task was to develop requirements and related AMC/GM for the issue of a leisure pilot licence, and the related medical certificate.
 15. The subgroups finished their tasks, in accordance with their ToR, in summer 2007, by delivering their input to the FCL.001 core group. Since then the Agency and the core group have been working on the finalisation of the draft implementing rules, using the material received from the subgroups as well as the MDM.032 rulemaking group, in what refers to the leisure pilot licence.
 16. In February 2008 the legislative process to extend the scope of Regulation (EC) No 1592/2002 reached a conclusion with the adoption of the European Parliament and Council Regulation (EC) No 216/2008, of 20 February 2008⁷ (hereinafter referred to as the 'Basic Regulation'). The Basic Regulation entered into force on 8 April 2008 and, in accordance with its article 70, the provisions related to flight crew licensing, air operations and third country operators shall become applicable on the dates specified in their respective implementing rules, but in any case not later than on 8 April 2012.
 17. During the legislative process, the Commission proposal was subject to amendments by the European Parliament and the Council and therefore the final text of the Basic Regulation differs, in some aspects, from that proposal. The main aspects of the Basic Regulation in what refers to flight crew licensing are the following:
 - All pilots involved in the operation of aircraft:
 - registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator (Article 4(1)(b)); and
 - registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community (Article 4(1)(c));shall comply with the essential requirements for pilot licensing laid down in Annex III to the Basic Regulation. Compliance with these requirements shall be demonstrated by the issuance of a licence and medical certificate, in accordance with the implementing rules established to ensure compliance with the essential requirements, except in the case of pilots of aircraft mentioned in article 4(1)(c) of

⁷ See Footnote 1.

the Basic Regulation, for which the Basic Regulation establishes that licences and medical certificates issued by or on behalf of a third country may be accepted⁸. Pilot licences are issued by the Member States competent authorities⁹. Medical certificates are issued by aero-medical centres or aero-medical examiners and, additionally, for the leisure pilot licence¹⁰, a general medical practitioner, if so permitted by national law.

- Pilot training organisations and aeromedical centres shall comply with Annex III to the Basic Regulation and are subject to an approval. Such approval shall be issued when compliance with the implementing rules has been demonstrated. This approval is issued by Member States' competent authorities, in the case of organisations located inside their territory, and by the Agency, for organisation located outside the Community¹¹
- Flight simulation training devices used for the training of pilots shall be certificated in accordance with the implementing rules adopted to ensure compliance with the essential requirements contained in Annex III to the Basic Regulation. These certificates are issued by the Agency in the case of devices used by the training organisations it certifies, or devices located outside of the Community, as well as devices located inside the Community when the Member State responsible so requests; in all other cases, the competence to issue these certificates remains with the Member States' competent authorities¹².
- Instructors providing flight training and flight simulation training, as well as examiners and aero-medical examiners, shall hold a certificate attesting their compliance with the essential requirements and related implementing rules. These certificates are issued by the Member States' competent authorities¹³.
- The European Commission is empowered to adopt implementing rules for the implementation of the Basic Regulation and the essential requirements for pilot licensing that shall reflect the state of the art, including best practices and scientific and technical progress, in the field of pilot training¹⁴.

18. The present NPA contains the Agency's proposal for requirements for the implementation of the Basic Regulation and the essential requirements for pilot licensing, based on the work of the FCL.001 rulemaking group, and the licensing subgroup of MDM.032.

Structure

19. After issuing its Opinion for the extension of the Basic Regulation to air operations, flight crew licensing and third country operators¹⁵, the Agency started defining the tasks necessary to develop the related implementing rules, making use of the regulatory

⁸ See articles 7(1) and (2) and 4(1)(b) and (c) of the Basic Regulation.

⁹ This departs from the Commission's proposal, in accordance with which the leisure pilot licence could be issued by assessment bodies.

¹⁰ The privileges of the leisure pilot licence are limited to non-commercial activities involving non-complex motor powered aircraft with a maximum certificated take-off mass of 2000 kg or less, in accordance with article 7(7) of the Basic Regulation.

¹¹ See articles 7(3) and 21(1) of the Basic Regulation.

¹² See articles 7(4) and 21(2) of the Basic Regulation.

¹³ See article 7(5) of the Basic Regulation.

¹⁴ See article 7(6) and (7) of the Basic Regulation.

¹⁵ See footnote 3.

material already developed by the JAA. When doing so, it realised that the structure underlying the set of JARs might not be the most appropriate for establishing a consistent set of rules governing all aspects of civil aviation safety regulation. The set of rules applicable to these fields in Europe originates from different regulators, such as the JAA and national administrations. They were developed over several decades, the responsibilities for drafting were sometimes changed and trade-offs, which may not be appropriate anymore, were made. Furthermore, the JARs did not cover all necessary elements, not only because they primarily aimed at harmonising some elements of national rules and presumed therefore the existence of an appropriate set of national rules, but also because the scope of the EASA Basic Regulation is wider than that of the existing JARs – for example, JAR-FCL only covered two categories of aircraft, aeroplanes and helicopters, and the Basic Regulation covers, in addition, powered-lift aircraft, airships, sailplanes and balloons. In parallel, the objective of the Agency was to develop operational rules that would be integrated in a global regulatory system for aviation safety, covering not only airworthiness, but also the safety regulation of air traffic management and aerodromes. All these considerations lead the Agency to conclude that changing the way rules are structured and presented could provide for better consistency and easiness of use by the regulated persons.

20. In addition to these aspects, other considerations of a more legal nature made it necessary to change the JAR structure. These issues stem from the different legal value of JARs and of implementing rules as these are Community law and need therefore to comply with a specific set of requirements on how they are drafted. In this context, one of the major legal reasons why the JAR structure could not be kept was related to the multiplication of similar or even identical requirements operated by the JARs by virtue of the way they were structured. For example, JAR-FCL was divided into JAR-FCL 1, which contained the requirements for aeroplanes, and JAR-FCL 2, which contained the requirements for helicopters. JAR-FCL 1 and 2 contained therefore many repeated requirements, those that were common to both categories of aircraft, alongside those that were really specific to each of the categories. Some of the common requirements were repeated *verbatim*, but in some cases slight differences in wording existed, stemming from the separate rulemaking processes for the two JARs, rather than from an actual specificity in the requirements for each category of aircraft. This led to difficulties in the interpretation of the requirements and could not be replicated in the implementing rules. It is a general principle of law that separate sets of provisions shall only exist when the requirements are different; if the legislator makes a distinction in the provisions, the European Court of Justice has concluded that this could only imply that different requirements were meant¹⁶. This general principle, when applied to rulemaking in the Community system, prevents the existence of two different provisions when the objective of the requirement is the same, contrary to what was done many times in the JARs. As

¹⁶ This is the general principle at the basis of European Court Decisions such as in Case C-308/06, where the Court stated that "The general principle of legal certainty, which is a fundamental principle of Community law, requires, in particular, that rules should be clear and precise, so that individuals may ascertain unequivocally what their rights and obligations are and may take steps accordingly (see Case C-110/03 Belgium v Commission [2005] ECR I-2801, paragraph 30, and IATA and ELFAA, paragraph 68)." The jurisprudence of the Court of Justice applies this principle in the most general way, using it also as a basis to verify the legality of national measures, as in the Judgement of the Court of 2 February 1977 (Amsterdam Bulb BV v Produktschap voor Siergewassen. - Reference for a preliminary ruling: College van Beroep voor het Bedrijfsleven - Netherlands - Case 50-76), where the Court stated that national measures that alter, obstruct, or obscure the nature of the Community regulation are considered to be a breach of Community law: " The Member States may neither adopt nor allow national organizations having legislative power to adopt any measure which would conceal the Community nature and effects of any legal provision from the persons to whom it applies."

paragraph 12 of the Joint Practical Guide¹⁷ for drafting of Community legislation states, "enacting terms of a binding act shall not (...) repeat or paraphrase passages or articles from the Treaties or those which restate legal provisions already in force. Acts shall not include provisions which enunciate the content of other articles or repeat the title of the act. (...) Such repetition is dangerous, since any departure from the original wording may give the impression that a different result was intended, and even give rise to a sort of presumption to that effect". Therefore, it was not possible for the implementing rules to be organised in the same way as the JARs were.

21. Thus, the Agency started to work, with the help of a few experts from national aviation authorities, to develop an overall regulatory structure. This structure was to take into account ICAO Annexes and existing national or Community rules. It should address all fields of civil aviation safety regulation. Its objective was to establish a consistent regulatory structure that complies with the Community requirements for drafting legislation and that ensures the necessary links between the different regulations. The result of this work, called the "General EASA Rules Template" (GERT), together with envisaged working methods to develop the related rules, was presented to the Advisory Group of National Authorities (AGNA) and the Safety Standards Consultative Committee (SSCC) for discussion and comments.
22. The GERT was discussed by the AGNA and SSCC. However, these discussions never led to any formal decision on the adoption of the template, since it was clear that it would be difficult to discuss the structure in abstract, without going into detail about the content of the implementing rules. It was therefore decided that the rulemaking groups FCL.001 and OPS.001 would take the structure presented in GERT as a possible model for their work, but the final outcome would take into account the content of the requirements.
23. Based on the input from the FCL.001 and OPS.001 groups, and taking into account the objectives described above, the Agency developed a structure for the future implementing rules for air operations, flight crew licensing and third country operators. This structure, while inspired by GERT, is based on a 'tool-box' approach, designed to allow stakeholders to identify the Parts that apply to their specific activity and apply the relevant requirements. The structure is represented in Fig. 1 below; it must however be noted that on-going work on the three other pillars of the future implementing rules may modify the envisaged structure, in particular as regards the air operations' part.

¹⁷ Joint practical guide of the European Parliament, the Council and the Commission for persons involved in the drafting of legislation within the Community Institutions (<http://europa.eu/eur-lex/lex/en/techleg/index.htm>),

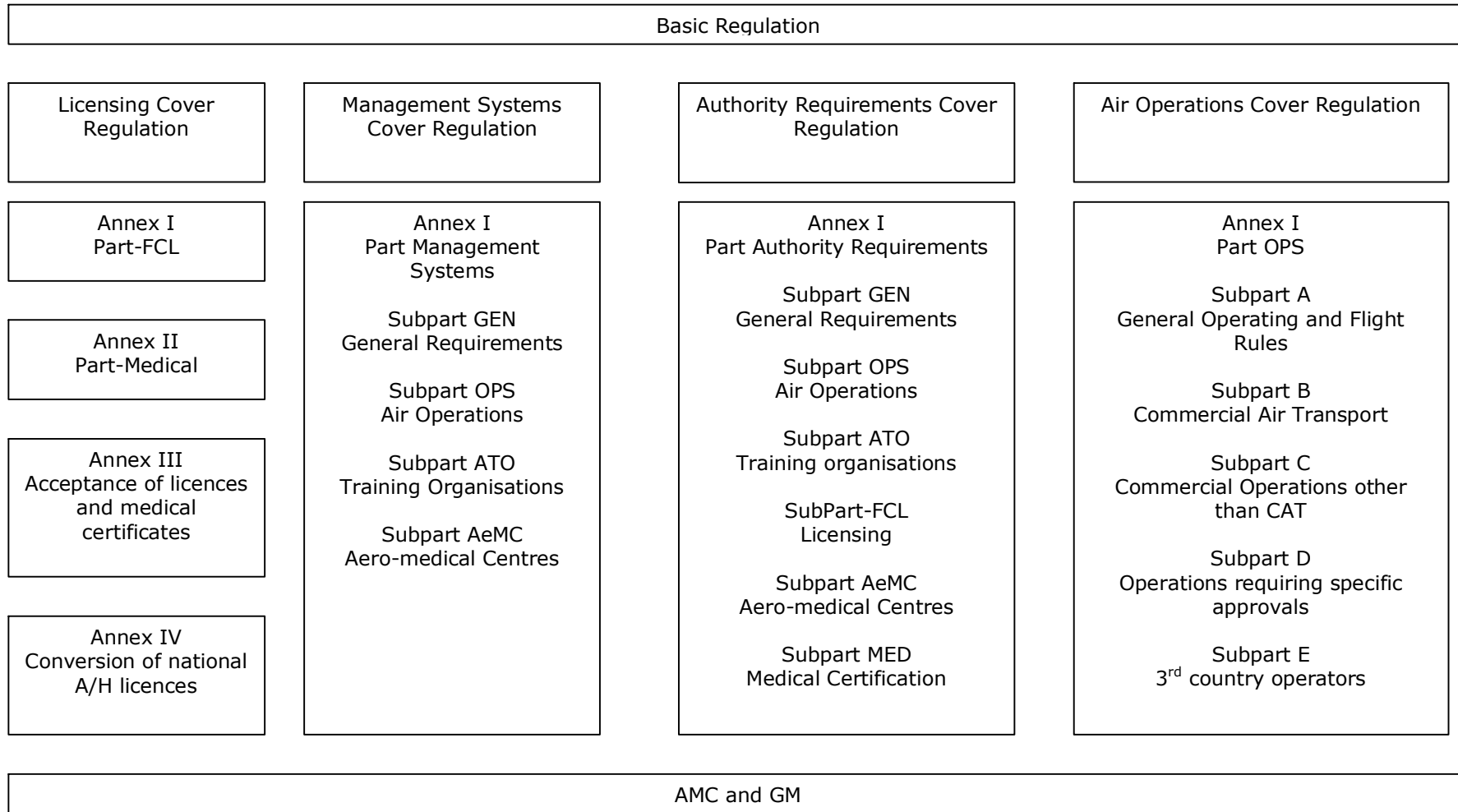


Fig. 1 – Envisaged structure of EASA Requirements

24. The proposed structure deviates from the JARs in one fundamental point: the separation between technical requirements (contained in the Regulations on flight crew licensing and air operations) from the requirements applicable to the management system of organisations (contained in the Regulation on Management Systems). This difference reduces the administrative burden on organisations, which perform more than one activity. The separate development of the JARs, specifically JAR-OPS and JAR-FCL, created different requirements for organisations in each field of activity, which forced organisations that carried out more than one activity (for example, air operators that were also training organisations, or commercial air transport operators that were also aerial work operators) to have different management structures for each of those activities, with the inevitable consequence of a multiplication of the resources needed. This situation not only created difficulties for European organisations from an economic point of view, but also placed a heavy burden on the resources and time organisations and national aviation authorities had to invest on oversight activities: multiple activities meant multiple management systems, and multiple audit/oversight processes.
25. The proposed structure also deviates from the structure of the current EASA implementing rules¹⁸, in that requirements applicable to competent authorities are contained in a separate Regulation, and not in each 'operational' Regulation. This difference has a similar objective as the separation of management system requirements from operational requirements: to streamline the activity of competent authorities, avoiding, as much as possible, the duplication of processes.
26. The proposed structural changes have the additional advantage to facilitate the introduction of requirements on other fields of aviation, in accordance with the total system approach for aviation safety. The objective of the Agency is, after allowing some time for the consolidation of the new requirements, to amend the existing airworthiness implementing rules¹⁹ to adapt them to the new proposed structure²⁰. Similarly, once the scope of the Basic Regulation is extended to the safety regulation of aerodromes and air traffic management²¹ the proposed structure will allow the easy introduction of new implementing rules related to these fields.
27. The structure of the licensing Regulation, and specifically of Parts FCL and Medical, follows the basic structure of JAR-FCL 1, 2 and 3. However, changes were introduced to take into account the legal issues referred to in paragraph 20, as well as the extended scope: JAR-FCL only applied to aeroplanes and helicopters, while the new requirements

¹⁸ Commission Regulation (EC) No 1702/2003 of 24 September 2003, laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 243, 27.9.2003, p.6) and Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 315, 28.11.2003, p.1).

¹⁹ See footnote above.

²⁰ By inserting what is now contained in Section B of the implementing rules in specific Subparts for these issues in both Part Management Systems and Part Authority Requirements.

²¹ See Opinion No 3/2007 of the European Aviation Safety Agency of 6 December 2007 for amending Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, to extend its scope to the regulation of safety and interoperability of aerodromes (http://www.easa.europa.eu/ws_prod/g/rg_opinions_main.php#2007) and Agency Opinion No 1/2008 of the European Aviation Safety Agency of 15 April 2008 for amending Regulation (EC) No 216/2008 of the European Parliament and of the Council 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 (http://www.easa.europa.eu/ws_prod/g/rg_opinions_main.php#2008).

also apply to other categories of aircraft, such as sailplanes, balloons, airships and powered-lift aircraft. Furthermore, as already explained in paragraph 20, the division between requirements applicable to aeroplanes and helicopters, as made in JAR-FCL 1 and 2 could not be kept. The proposed implementing rules include all the requirements in just one Part, with specific requirements for each type of aircraft applying in addition to common requirements. Moreover, a new Subpart was introduced to define additional ratings which were not part of JAR-FCL but existed in the national systems of some Member States.

28. Part-FCL is therefore divided into 11 Subparts, which, with the exception of Subpart A, are further divided into Sections, containing common requirements, and then specific requirements applicable to each type of aircraft or rating / certificate²² (further details on each of the Subparts and respective sections can be found in the explanatory memorandum to Part-FCL, which is Appendix I to this NPA):

- Subpart A, containing general requirements;
- Subpart B, on the leisure pilot licence;
- Subpart C, on the private pilot licence, the sailplane pilot licence and the balloon pilot licence;
- Subpart D, on the commercial pilot licence;
- Subpart E, on the multi-crew pilot licence;
- Subpart F, on the airline transport pilot licence;
- Subpart G, on the instrument rating;
- Subpart H, on class and type ratings;
- Subpart I, on additional ratings;
- Subpart J, on instructor certificates; and
- Subpart K, on examiner certificates.

29. Part-Medical is divided into 4 Subparts:

- Subpart A, containing general requirements. This Subpart is divided into 3 Sections: general, issuance, revalidation and renewal of medical certificates and revocation and suspension;
- Subpart B, on requirements for medical certificates. This Subpart is divided into 3 Sections: general requirements, specific requirements for class 1 and class 2 medical certificates and specific requirements for LPL medical certificates;
- Subpart C, on requirements for aero-medical examiners; and
- Subpart D, on requirements for general medical practitioners.

30. As already mentioned in paragraph 17, in accordance with article 7(2) of the Basic Regulation, in the case of pilots of aircraft registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community (article 4(1)(c) of the Basic Regulation) the requirement to hold a licence and a medical certificate issued in accordance with Part-FCL can be satisfied by the acceptance of a licence and medical certificate issued by or on behalf of a third country. Therefore, this NPA also includes draft implementing rules to be applied to the acceptance of licences issued by third countries²³, which are included in a separate Annex (Annex III) to the licensing Regulation. This annex was developed on the basis of Appendices 1, 2 and 3 to JAR-FCL 1.015 and JAR-FCL 2.015. It therefore only applies to aeroplane and helicopter licences, which are the categories of aircraft for which an acceptance of third country

²² When the requirements are specific, their number is followed by one or more letters, to identify the type of aircraft or rating/certificate they refer to: 'A' for aeroplanes, 'H' for helicopters, 'S' for sailplanes, 'As' for airships, 'B' for balloons, 'PL' for powered-lift aircraft, 'FI' for the flight instructor certificate, 'TRI' for the type rating instructor certificate, and so on.

²³ The adoption of implementing rules on the acceptance of licences issued by third countries is mandated by article 7(6)(e) of the Basic Regulation.

licences is more frequently requested. Requirements on the acceptance of licences for other categories of aircraft may be developed at a later stage, if considered necessary.

31. The requirements for training organisations and aeromedical centres will be included in the Regulation on management systems, as explained above. Moreover, requirements for national competent authorities will be included in the Regulation on Authority Requirements.
32. The Agency would also like to highlight that to help stakeholders in their day-to-day activity and to facilitate the use of the new structure and requirements, it has initiated an activity to develop tools providing for an easy identification of the requirements applicable to each licence or activity. It has still not been decided what form these tools will take, but it will most probably be an internet-based application.

Content

33. The content of the present NPA follows, for the larger part, the content of JAR-FCL 1, 2 and 3. However, some differences in relation to JAR-FCL were necessary. A more detailed description of these differences can be found in the explanatory memorandums to Parts FCL and Medical, which constitute Appendices I and II, respectively, to this NPA. However, a general explanation on the reasons for such differences is given in the following paragraphs.
34. The differences that can be found between the proposed requirements in this NPA and the requirements of JAR-FCL can be generally explained through the different legal value of the requirements in the JAA and EASA systems. As already referred above, the JARs were aimed at harmonising some elements of national rules and presumed therefore the existence of an appropriate set of national rules. They had no legal value themselves, and needed to be 'transposed' into the legal system of the JAA member States through their own national legislations. Conversely, the implementing rules that will originate from the present NPA will be adopted through a Commission Regulation. They will, therefore, be directly applicable in the Member States without any further need for national legislation. They will also be binding in all their elements and neither stakeholders nor Member States' competent authorities will be able to deviate from them, other than in the cases covered by article 14 of the Basic Regulation (flexibility provisions²⁴). This represents a significant difference with the JAA system, where JAA member States were allowed to have national variants to the requirements of the JARs, not to mention the right to grant exemptions in accordance with their own national rules.
35. The specific nature of European Regulations would therefore justify in itself a difference in the way the requirements are presented, as opposed to the JARs; since Member States may no more deviate or derogate from the requirements in the implementing rules (outside the cases of article 14 of the Basic Regulation), it is imperative that only essential safety elements are contained in the rule, leaving non-essential implementation aspects to certification specifications (CS) or AMCs, which, albeit of a non binding nature, have an important role to play in providing for a uniform implementation of common requirements with sufficient flexibility. This is the fundamental aspect of the 'performance based approach' to rulemaking that the Agency has followed, which is not only the most adequate in the EASA institutional environment, but also probably the best adapted for the implementation of the safety management system concept as defined by ICAO²⁵.

²⁴ Article 14 of the Basic Regulation provides for the cases where member States may derogate or grant exemptions from the provisions of the Basic Regulation and implementing rules, in order to safeguard safety and to face cases of operational needs. These derogations and exemptions are subject to the control of the European Commission.

²⁵ See, for example, Appendix C to ICAO Assembly Resolution A36-13 – Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, where it is

36. Therefore, one of the main differences between the proposed implementing rules for flight crew licensing and the text of JAR-FCL is precisely a change in the level of some texts, i.e. some requirements that were in Section 1 of JAR-FCL have become AMC. This change was made whenever it was considered that such requirements were not essential safety objectives, but merely one of several acceptable means to comply with a certain safety objective. One example are the syllabi for the private pilot licence and for instructor courses; although the essential elements of those courses are contained in the rules, the detailed description of their content was transferred to AMC, in order to allow training organisations providing those courses to develop their own syllabi, adapted to their needs. However, in the case of professional licences, the FCL.001 rulemaking group recommended that the detailed syllabi were maintained as Appendices to the rule, justifying such recommendation with the sensitiveness of the safety aspects of the training of professional pilots, which content should not be allowed to vary. The Agency took this recommendation, even though it considers that by having the detailed syllabi of the courses in the rule, an important element of flexibility is lost. Not only will the training organisations not be able to adapt the content of their courses to take into account specific needs of the training, but also an amendment to the implementing rules will be required every time there is the need to take into account changes in best practices or technological and scientific improvements in the field of pilot training.
37. In order to ensure that this difference in the level of the text has no negative effect on safety, the Agency will propose a change in the way AMCs are used today. Provisions will be included in the Parts on Management Systems and Authority Requirements to detail the nature of AMCs and the way that both stakeholders and national competent authorities should use them. AMCs will retain their non-binding nature, but, similarly to what is already applicable to Certification Specifications developed by the Agency, they will be part of the approval basis for organisations. Once an approval is granted to an organisation based on compliance with AMCs adopted by the Agency, they become binding for that particular organisation by virtue of their integration in the legal basis for the approval.
38. If and when an organisation wants to use alternative means of compliance, this will imply a change to the approval of that organisation, which has to be subject to prior control by the competent authority²⁶. Provisions in the Part on Authority Requirements will be included to give criteria to be used by the competent authorities when evaluating these alternative means of compliance; they will also create the obligation for authorities to both publish and notify to the Agency any alternative means of compliance they approve²⁷. Upon receiving notification of such alternative means of compliance, the Agency will analyse them and, if it considers that they fully meet the safety criteria, will initiate a rulemaking task in order to adopt them as AMC. In case the Agency considers that such alternative means of compliance do not meet the safety criteria, action will be taken in accordance with the standardisation requirements and procedures. This system will guarantee an equal playing field, transparency and harmonisation, while still allowing for the necessary flexibility for stakeholders. Initially this new system will only apply to air operations and flight crew licensing, but the intention of the Agency is to propose its extension to other fields of the EASA system later on.

stated that panel activity shall support a performance based approach to SARPs development to the extent possible.

²⁶ A similar system is also applicable to organisations that do not need an approval, but will merely have to declare their activity (as is the case for non-commercial operators of complex motor-powered aircraft. In this case, the compliance with the Agency adopted acceptable means of compliance will be part of the organisation's declaration; this means that every time that the organisation intends to have an alternative means of compliance, it will have to notify to the competent authority a change to its declaration, which will be subject to oversight by the authority.

²⁷ Similar provisions will apply to alternative means of compliance developed by the competent authorities themselves.

39. Other differences that can be found between the content of the present NPA and the text of JAR-FCL 1, 2 and 3 stem from the extended scope of the implementing rules as compared to the JARs. As already explained above, the draft implementing rules contain requirements for all types of aircraft; additionally, new licences and ratings / certificates were introduced²⁸. This extended scope made it necessary to complement the JARs.
40. Additionally, even though the latest amendments of JAR-FCL 1, 2 and 3²⁹ were taken as a basis for the development of the draft implementing rules, NPAs that were in an advanced phase of adoption in the JAA system were introduced in the present NPA³⁰. Similarly, several JAA working papers were forwarded by the Licensing Sectorial Team of the JAA to the FCL.001 rulemaking group, and their content discussed with a view to including them in this NPA or in the Agency's rulemaking inventory³¹, depending on their level of maturity. The same can be said for JAA Long Term Exemptions, the content of which was in some cases introduced in the present NPA³².
41. Finally, changes were made to the content of JAR-FCL requirements to ensure consistency with the Basic Regulation, existing implementing rules and the envisaged scope and content of the future ones related to on air operations, management systems and authority requirements. These differences will be further explained in the explanatory memorandums, but one example that can be given is the requirements for examiners. In the JAR-FCL system, examiners worked on behalf of the national aviation authorities: they exercised competences that were not theirs, but 'delegated' or allocated to them by the authority. Therefore, the authority determined how many examiners it needed; what were the requirements that they would have to comply with (although JAR-FCL established some requirements, a lot of the details were left to the discretion of the authority); and designated and allocated the examiners to the concrete exams. This system worked on the assumption that the competence to conduct exams belonged to the authority, which just delegated it to the examiners. The system established by article 7(5) of the Basic Regulation and paragraph 1.j.1 of the essential requirements for pilot licensing is different. Examiners now draw their privilege to assess the skill of pilots directly from the Community when they comply with the related requirements. This is attested by a certificate, which authorises them to conduct skill tests and proficiency checks. Therefore, when conducting a skill test or proficiency check, examiners are no longer acting on a delegation from the authority, but exercising the privileges that are given to them by the certificate they hold. With this new system, it is no longer possible for the Authority to determine the number of examiners (to do so would violate the principle of right of access to a profession), nor can the requirements to obtain the certificate remain at the discretion of the authority: they have to be determined in the implementing rules, to ensure a level playing field.
42. Another significant change is the fact that, since the implementing rules cannot deviate from the essential requirements, examiners will always have to comply with the requirements for instructors, which, in the case of flight examiners, means that they need to have a valid class or type rating for the aircraft where the exam is being carried

²⁸ Among which requirements for the qualification of flight test pilots, coming from the Agency's rulemaking task MDM.003. Further details on this issue can be found in the Appendix I to this NPA.

²⁹ Amendment 7 of JAR-FCL 1, Amendment 6 of JAR-FCL 2 and Amendment 5 of JAR-FCL 3.

³⁰ Draft NPAs-FCL 33, 34 and 36 were inserted in the present NPA. The content of Draft NPA-FCL 35 was taken into account when developing the requirements for class ratings-sea. Draft NPA-FCL 27 was transferred to the EASA inventory.

³¹ JAA WP #112 has been considered when drafting the present NPA. JAA WP #83 and 87 were taken into account when drafting the NPA on authority requirements. JAA WP #91, 92, 93, 108b, 113, 119, 120, 124 and 125 were also analysed by the FCL.001 rulemaking group and not considered relevant. JAA WP # 123 has been included in the EASA rulemaking inventory.

³² For example, FCL LTEs 62 to 108, related to draft NPA-FCL 34.

out³³. JAR-FCL allowed the issuance of an examiner authorisation to someone that did not meet these criteria. To implement this new system, new requirements had to be developed for the present NPA³⁴.

43. In addition to changes in the content of the requirements, the draft implementing rules also present differences in drafting style in relation to the text of JAR-FCL. As already mentioned, the drafting of Community legislative acts needs to obey to a specific set of principles³⁵: they need to be drafted clearly, simply and precisely. The drafting of a European legislative act must be clear; easy to understand; unambiguous; simple and concise, containing no unnecessary elements; and precise, leaving no uncertainty in the mind of the reader. The need to follow these principles made it inevitable to change the way the requirements were drafted in JAR-FCL, which was much more a technical manual than a legal text. One of the better examples of the changes that were necessary to obey to this set of drafting principles was the need to develop provisions to complement the paragraphs in the JARs that left the determination of detailed requirements to the discretion of the national authorities. In order to ensure an adequate level of legal certainty, the definition of requirements on applicants cannot be left to the discretionary powers of authorities: the essential elements need to be defined in the law. Therefore, in some cases changes were made to the text of the JARs in order to achieve this required level of legal certainty.
44. The Agency also proposes in some aspects, to have requirements that differ from those in ICAO Annex 1. The reasons for such differences are highlighted in the explanatory memorandums to both Part-FCL and Part-Medical (Appendixes I and II to this NPA). Stakeholders are requested to comment specifically on whether they agree with the differences that are proposed, taking into account that these differences, if adopted, will need to be notified by the Member States to ICAO. The Agency will, of course, provide all the support necessary to Member States when and if necessary.

Transition measures

45. Transition measures for the entry into force of the new requirements will be established in the Licensing Cover Regulation, taking into account the time needed for preparing their implementation, as well as the possibility to grandfather existing certificates issued under sufficiently similar conditions. Such provisions can therefore only be elaborated when more is known about the exact content of the final rule and of its impact; as a consequence this NPA cannot include detailed proposals on how the transition from national requirements to the implementing rules should take place. This will be further elaborated in the CRD and included in the final Agency's Opinion. To prepare therefore, the Agency would like to know the views of stakeholders in this respect taking into account the following underlying principles for transitioning measures.
46. Similarly to what happened with the implementing rules for airworthiness³⁶, the Agency intends to propose that any licences and certificates issued by Member States in

³³ Except for the introduction of new aircraft types and for the examiners conducting skill tests and proficiency checks for the LPL, SPL and BPL, since for these categories of aircraft there are no class or type ratings.

³⁴ For example, requirements to apply for an examiner certificate, and to maintain it valid; requirements to ensure transparency in the conduct of exams; requirements to ensure oversight of examiners by the Authorities, etc.

³⁵ These principles are defined in the Joint practical guide of the European Parliament, the Council and the Commission for persons involved in the drafting of legislation within the Community Institutions (<http://europa.eu/eur-lex/lex/en/techleg/index.htm>), as well as in the Commission's Manual on legislative drafting.

³⁶ See footnote 18.

accordance with JAR-FCL requirements and associated procedures are considered as having been issued in accordance with the implementing rules. This will guarantee a smooth transition for all the holders of certificates that were fully compliant with JAR-FCL, since the transition does not require any action on their part. Similarly, this will also represent a minimum amount of work for national authorities. The intention is to then establish a maximum period for licence and certificate holders to correct any finding that may derive from the change from the national rules to the Community rules. This period should be 2 years, which is the maximum duration for most of the ratings and certificates established in the draft implementing rules. This would ensure that, after their first revalidation of their ratings, all pilots and certificate holders would be fully compliant with the Community rules.

47. In the case of licences or other certificates that were issued on the basis of national rules non-compliant with JAR-FCL³⁷, similarly to the case of Part-66³⁸, national licences and certificates could be converted into Part-FCL licences and certificates. In the case of aeroplane and helicopter licences, this conversion would take place in accordance with Annex IV to the Licensing Cover Regulation, which was drafted on the basis of Appendix 1 to JAR-FCL 1.005 and Appendix 1 to JAR-FCL 2.005. This Annex would also apply after the end of the transition period for the conversion of pilot licences issued by Member States in accordance with national rules for aircraft that are currently in Annex II to the Basic Regulation. The Agency also considers the requirements in this Annex to be adequate for application to holders of national pilot licences for Annex II aircraft used in commercial air transport³⁹.
48. As for licences for other categories of aircraft, the conversion could be made on the basis of a conversion report developed by the national authorities. This report would contain a description of the training, experience and skills gained by the pilots, and indicate for which Part-FCL requirements credit should be given and which requirements the pilot needs to comply with in order to be issued a Part-FCL licence. The report shall also indicate any limitations the licence might be issued with, as well as the requirements the pilot might have to comply with for lifting the limitations. National authorities should be required to notify the Agency of any such reports, to allow standardisation of the results of this transition in all Member States. For the transition of these licences, a sufficiently long period of time should be provided for, possibly the full transition time foreseen by the Basic Regulation⁴⁰.
49. For medical certificates, the Agency considers that the transition should be processed in a different manner. It envisages proposing that medical certificates issued in accordance with national rules remain valid until the first revalidation after the entry into force of the implementing rules for medical certification. This revalidation will then be carried out in accordance with Part-Medical. This is, in the Agency's opinion, the most seamless way to provide for the transition.

³⁷ This would include both licences that were not covered in JAR-FCL (any licences for other aircraft other than aeroplanes and helicopters) as well as aeroplane and helicopter licences that were issued on the basis of national variants or exceptions to JAR-FCL or even issued on the basis of a previous amendment of JAR-FCL (Amendments 1 to 6, in the case of JAR-FCL 1; amendments 1 to 5, in the case of JAR-FCL 2), where those requirements differ from Part-FCL.

³⁸ See articles 66.A.70 and 66.B.300 of Annex III to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks ((*OJ L 3153*, 28.11.2003, p.1).

³⁹ Implementing rules for pilots operating Annex II aircraft in commercial air transport operations need to be adopted by the Commission in accordance with article 7(6)(f) of the Basic Regulation.

⁴⁰ Until 8 April 2012, in accordance with article 70 of the Basic Regulation.

50. The Basic Regulation⁴¹ also mandates the adoption of implementing rules for the conversion of national flight engineers licences into pilot's licences. Here again, the Agency considers that the best way to deal with this transition is on the basis of a conversion report, in similar terms to the one described above for national pilot licences issued outside the JAR-FCL system. Of course, in this case, there will be no time limit for the conversion, which can be operated even after the transition period.
51. The Agency also plans to suggest that training initiated before the entry into force of the implementing rules be credited for the issuance of a Part-FCL licence; such provisions should be included in the Licensing Cover Regulation, to ensure that the transition doesn't affect the rights of student pilots. Once again, it is envisaged that training in accordance with JAR-FCL requirements and procedures is credited in full towards the issuance of a Part-FCL licence or certificate⁴², while training in accordance with national rules outside of the JAR-FCL scope will be credited on the basis of a report developed by the national authorities, and notified to the Agency.
52. Also a conversion crediting system is proposed, based on a report developed by the competent authority, for knowledge, experience and skill gained in military service.

V. Regulatory Impact Assessment

53. According to the formal Rulemaking Procedure of the Agency⁴³, a full regulatory impact assessment (RIA) has to be introduced as a part of any proposed new rule. However, the development of a RIA in this task has presented particular difficulties. Firstly, when developing the NPA, it was apparent that development of a general RIA for the task would present limited value: the choice on whether or not to regulate flight crew licensing had already been made by the legislator, as well as the choice to maintain the system established by JAR-FCL in as much as possible. On the other hand, the proposals in this NPA are still subject to change, taking into account the comments received during the public consultation. Therefore, it was decided that the evaluation of the impact of the proposed new rules should only be made where the NPA either deviated from the JARs, or went beyond their scope.
54. The FCL.001 rulemaking group developed therefore partial RIAs for specific issues. They focused on the safety impacts, and were based on a qualitative, rather than quantitative, evaluation of impacts, and explain the options taken by the rulemaking group and the Agency. The Agency is at the moment finalising a full regulatory impact assessment of the new system, that takes the partial RIAs developed by the FCL.001 group as its basis for the licensing aspects and which will be published with the NPAs on management systems and authority requirements. It was decided not to publish the RIA on FCL with the present NPA, but only with the NPAs on management systems and authority requirements, since, taking into account that all impacts need to be evaluated in a comprehensive manner, it was difficult to fully separate the aspects related to applicants and the aspects related to competent authorities when performing such an evaluation.

⁴¹ Article 7(6)(d) of the Basic Regulation.

⁴² Provided that the training and testing is completed within a certain period.

⁴³ See footnote 2.

Appendix I - Explanatory memorandum to Part-FCL.

1. The purpose of this memorandum is to provide more detailed explanations on the proposed implementing rules for pilot licensing than the ones offered in the general part of the Explanatory Note to this NPA. These explanations focus on the new elements and on the differences with JAR-FCL 1 and 2. The Agency has also prepared cross-reference tables to help the comparison between the proposed requirements and JAR-FCL 1, 2 and 3, which can be found in Appendix III to this NPA.

Subpart A

2. Subpart A of Part-FCL contains general requirements applicable to all licences and certificates, for all categories of aircraft. It defines the competent authority for Part-FCL (FCL.001), in a similar way to the one used for Part-66 and the scope of the requirements (FCL.005). It contains definitions (FCL.010), based on the ones in JAR-FCL 1.001 and 2.001. Some definitions are new, however, like the definition of powered-lift aircraft, and they were inserted because of the larger scope of Part-FCL as compared to JAR-FCL. Conversely, some terms that were defined in JAR-FCL 1.001 and 2.001 were not kept because they were considered not to be necessary, either because they did not appear in the remaining text of Part-FCL, (like the definition 'flight engineer', for instance), or because their meaning was explained sufficiently in the rule. In this case, further explanations were included in the related AMC and GM (for example, the definition of error or error management, which are detailed in the requirements and related AMC for the multi-crew pilot licence).
3. Subpart A further contains requirements on the application for and issue of licences, ratings and other certificates (FCL.015) which prescribe, among other things, that any limitation or extension of the privileges of a licence or rating shall be endorsed on the licence and also that a person shall not, at any time, hold more than one licence issued in accordance with Part-FCL. This requirement was introduced at the request of the FCL.001 group, and is a difference in relation to the requirements in Part-66, where such a limitation does not exist. However, it is considered that since mutual recognition is established for all licences issued in accordance with Part-FCL, there is really no need for a pilot to hold more than one licence issued by different Member States. At the same time, this requirement facilitates the oversight activity of the competent authorities, and avoids possible situations where holding more than one licence would allow a pilot to circumvent the effects of enforcement actions taken by those authorities. A similar provision was contained in JAR-FCL 1 and 2. However, the Part-FCL requirement brings a change to the current system; currently, a pilot shall not hold more than one licence in each aircraft category, but, if he has privileges to fly more than one category of aircraft (for example, aeroplanes and helicopters) s/he shall hold one licence for each category. The Agency considers that this system is bureaucratically burdensome and creates confusion by obliging the pilot to control validity periods and limitations inserted in more than one licence. Therefore, in accordance with the general Agency's approach to 'one certificate, covering all privileges', Part-FCL requires the pilot to hold only one licence that will contain all the privileges in all categories of aircraft. This will require a change in the licence format as compared to that specified in JAR-FCL. The Agency's proposal for a new licence format will be included in the Part on Authority Requirements (Part-AR).
4. The requirements for student pilots and theoretical knowledge examinations, which were in Subparts B and J of JAR-FCL 1 and 2, respectively, were also transferred to Subpart A of Part-FCL (FCL.020 and FCL.025), since the new structure made it unnecessary to have specific Subparts. In the case of theoretical knowledge examinations, part of the requirements in JAR-FCL 1 and 2 were also transferred to the NPA on Authority Requirements. The idea is that Part-FCL contains all the requirements that the applicant

needs to comply with (applicant's responsibilities, pass standards, validity period of the examinations), while the requirements applicable to the competent authority are in the Part on Authority Requirements.

5. Similarly to the issue of theoretical knowledge examinations, Subpart A also includes a general paragraph on skill tests and proficiency checks (FCL.030), which contains requirements coming from JAR-FCL 1.030 and 2.030 that are applicable to the applicant. Again, the requirements for the competent authority are transferred to the Part on Authority Requirements.
6. FCL.035 and Appendix 1 to Part-FCL contain requirements on the crediting of flight time and theoretical knowledge. These requirements come from JAR-FCL 1.050 and 2.050 and their Appendices, but have been modified to include also crediting between other categories of aircraft than aeroplanes and helicopters. In this paragraph there is an issue worth a special attention: FCL.035(a)(3) contains provisions on the crediting of the time flown as co-pilot, which are different from what is established in paragraphs 2.1.9.2 and 2.1.9.3 of ICAO Annex 1⁴⁴. This difference was already part of JAR-FCL and, to the Agency's knowledge, no national variants were declared by any of the JAA States in relation to JAR-FCL 1.050 or JAR-FCL 2.050. Therefore, the Agency supposes that all Member States have already declared this difference to ICAO. If that is not the case, then this draft provision, if adopted, will require all Member States to notify this difference.
7. Subpart A continues with requirements for the validity of licences (FCL.040); the obligation to carry documents (FCL.045); and the recording of flight time (FCL.050). All these requirements are based on JAR-FCL 1 and 2, but their drafting has been changed. Specifically, in relation to the recording of flight time, most of the elements that were contained in JAR-FCL 1.080 have been transferred to AMC. The reason for this is that already in JAR-FCL there was more than one way to record details of flight times [see JAR-FCL 1080(a), for example], and the simplified draft requirement of Part-FCL was considered to be sufficient to meet the safety objective at stake; further details could be developed in an AMC, to allow flexibility on how to organise the record. At the same time, however, the log book format has been transferred from GM to AMC, being therefore included in the supervisory system explained in paragraph 37 of the Explanatory Note.
8. FCL.055 contains the requirements for language proficiency. These requirements are based on JAR-FCL 1 and 2, but contain differences. First, this paragraph now includes requirements that were scattered in several paragraphs and Appendices in JAR-FCL. The JAR-FCL requirements were revised and it was decided to insert in this paragraph all the essential elements. The non-essential elements were transferred to AMC and GM. Also, there is a difference in relation to JAR-FCL in that the periods for the re-assessment of language proficiency are defined. When developing JAR-FCL requirements, an option had been taken to leave the re-assessment periods to the discretion of the authorities, since they were an ICAO recommendation. The implementing rules to the Basic Regulation cannot leave this to the discretion of the competent authorities, since there is a need to ensure legal certainty and a level playing field. Therefore, re-assessment periods are proposed that follow the ICAO recommendation. Another difference in relation to JAR-FCL is that FCL.055 contains not only the general requirements on language proficiency but also the specific requirements on proficiency in English language that were included in JAR-FCL 1.200 and 2.200. It was considered that it was better to include all language proficiency requirements in one paragraph, which had not been possible to do in JAR-FCL due to the different time frames for the development of the requirements and the structure of the JARs. However, this difference in structure does not change the content of the requirements.

⁴⁴ See paragraph 44 of the explanatory note.

9. FCL.060 contains requirements on recent experience for pilots operating in commercial air transport. These requirements are coming not only from JAR-FCL 1.026 and 2.026, but also from EU-OPS 1.070 and JAR-OPS 2.070. In accordance with the ToR of the FCL.001 rulemaking group, the requirements of Subpart N of EU-OPS and JAR-OPS were revised. Based on this revision, the FCL.001 group proposed to the Agency that some requirements would be transferred to Part-FCL. This proposal was discussed with the OPS.001 group and finally accepted. EU-OPS 1.070 and JAR-OPS 2.070 were part of the requirements that were transferred into Part-FCL⁴⁵. Moreover, paragraph FCL.060 also contains new requirements applicable to other categories of aircraft than aeroplanes and helicopters.
10. Paragraph FCL.065 focuses on the curtailment of privileges for commercial air transport related to the pilots' age. The draft requirements mirror exactly the provisions of JAR-FCL 1 and 2 and of ICAO Annex 1. It should be noted, however, that since the scope of Part-FCL is broader than that of JAR-FCL this limitation applies to other categories of aircraft than aeroplanes and helicopters, which is also the case of the provisions of ICAO Annex 1.
11. Finally, FCL.070 contains requirements applicable to the revocation, suspension and limitation of licences, ratings and certificates. The requirement in Part-FCL is quite general, similar to what is in Part-66, and it is complemented by more detailed requirements in Part Authority Requirements. It is also foreseen that further AMC and GM will be developed at a later stage, through the Agency's rulemaking task MDM.039, on harmonisation of enforcement systems⁴⁶.

Subpart B

12. Subpart B contains the requirements for the leisure pilot licence (LPL), which were developed on the basis of the input received from the licensing subgroup of MDM.032. These requirements were based mainly on already existing national rules, as well as on the comments received to A-NPA No 14/2006⁴⁷, in which the Agency asked the opinion of stakeholders on a future European recreational licence. The views expressed by the majority of stakeholders were taken into account during the drafting phase of these new requirements. The Subpart is divided into several Sections: the first one contains common requirements; the second describes the requirements for the Basic LPL; and the others contain requirements specific to each category of aircraft. Some of the requirements for the LPL for aeroplanes and helicopters do not meet the ICAO standards, which would mean that, in accordance with the Chicago Convention, holders of these licences would need the permission of third countries before flying in their territory⁴⁸. The differences are mentioned and explained below.
13. The first common requirement, included in Section 1, is the minimum age for applicants. The proposed age of 16 years (FCL.100) deviates from the age defined in ICAO Annex 1 (paragraph 2.3.1.1)⁴⁹ for the issue of the licence appropriate to the aeroplane and helicopter categories. This requirement is followed by the privileges and conditions (FCL.105); the crediting for applicants holding another licence (FCL.110); the

⁴⁵ The other requirements transferred were EU-OPS 1.060 and JAR-OPS 2.060, on the privileges of holders of a CPL for commercial air transport operations. These requirements were transferred to Subpart D of Part-FCL.

⁴⁶ For more information on this task, please consult the Agency's website, where the ToR may be found.

⁴⁷ Advance Notice of Proposed Amendment (A-NPA) No 14/2006 – Ac concept for better regulation in General Aviation. http://www.easa.europa.eu/ws_prod/r/r_archives.php

⁴⁸ See paragraph 44 of the explanatory note.

⁴⁹ See paragraph 44 of the explanatory note.

requirement to undergo a training course at an approved training organisation (FCL.115); and the theoretical knowledge examinations and credits (FCL.120). Regarding the requirements for theoretical knowledge, they are identical to the requirements for the PPL, but they are divided into common subjects and additional subjects, which are specific for the different aircraft categories. This system should facilitate the crediting when applying for another category of aircraft. Finally, FCL.125 describes the skill test and pass marks for the LPL.

14. Section 2 contains the specific requirements for a basic licence applicable only to aeroplanes and helicopters. The subgroup proposed such a basic licence for these two aircraft categories to take into account the stepwise approach which already exists in several Member States. This Section describes the privileges of the Basic LPL (FCL.105.BA/H); the experience and crediting (FCL.110.BA/H); the extension of the privileges to another class or type (FCL.135BA/H); and the currency requirements (FCL.140.BA/H). The currency requirements developed are the same as for the full LPL and are explained below.
15. The concept of this Basic LPL, with reduced privileges to only local area flights (50 km from the aerodrome of departure without intermediate landing) and the interdiction to carry more than one person, is based on a sub-ICAO level of flight instruction⁵⁰. The proposals define 20 hours of flight training for the Basic LPL(A) and 35 hours for the Basic LPL(H) whereas ICAO Annex 1 is asking for not less than 40 hours of flight time for both categories (paragraphs 2.3.3.1.1. and 2.3.4.1.1). The main differences compared with the full LPL licence are the reduced navigation training; the fewer amount of supervised solo flight time; and the missing solo cross-country flights.
16. The specific requirements for the full LPL for aeroplanes are contained in Section 3. The privileges of this licence (FCL.105.A) are to fly single-engine piston aeroplanes or touring motor gliders (TMG) with a maximum certificated take-off mass of 2000 kg or less and carrying a maximum of 3 persons. This Section further contains the experience and crediting (FCL.110.A); the extension of privileges to another class (single-engine piston or TMG) defined in FCL.135.A; and the currency requirements (FCL.140.A). This licence has an undetermined validity, with the exercise of the privileges subject to a certain amount of experience within the last 24 months. Since the essential requirements establish the need for regular assessments, examinations, tests or checks to demonstrate a continuing level of practical skill, a proficiency check with an examiner is required at least once every 6 years.
17. Although paragraph FCL.110.A requires an additional 10 hours of flight training for the full LPL(A) as compared to the Basic LPL(A), the requirements still deviate from the ICAO standards. The main differences compared to the ICAO requirements are the total amount of flight training (30 instead of 40 hours), the reduced solo flight time (4 hours less); and the different requirement for the cross-country flight (less than 120 km and only one full stop landing in between)⁵¹.
18. Section 4 follows with specific requirements for the LPL for helicopters. It describes the privileges granted by the licence (FCL.105.H – single-engine piston or turbine helicopters with a maximum certificated take-off mass of 2000 kg); the requirements for experience and crediting (FCL.110.H); the extension of the privileges to other types of helicopters (FCL.135.H); and the currency requirements (FCL.140.H). These requirements are basically in line with the training defined for the PPL(H). With the proposed 45 hours of flight instruction, the requirements are already above the flight time required by ICAO standards. However, the distance of the required solo cross-country flight and the full

⁵⁰ See paragraph 44 of the explanatory note.

⁵¹ See paragraph 44 of the explanatory note.

stop landing in between are different to ICAO standards, since paragraph 2.3.4.1.2 of ICAO Annex 1 requires a cross-country flight of not less than 180 km with two landings in between⁵². A regular proficiency check is required for the LPL(H), in the same way as for the LPL(A).

19. The requirements for the LPL for sailplanes are described in Section 5. It specifies the privileges and additional conditions to carry persons (FCL.105.S), the experience and crediting (FCL.110.S) and the requirements for the different launch methods (FCL.110.S). The amount of flight instruction defined in these paragraphs is slightly above the standards required by ICAO (paragraph 2.9.1.3.1. of Annex 1), since the Agency concluded that the proposed training syllabus requires at least 10 hours of flight time and 40 launches. The requirements for the instruction flights necessary to extend the privileges to different launch methods are based on existing national requirements. The additional flight instruction for the extension of privileges to touring motor gliders (TMG) is defined in FCL.135.S and based on several national models for this kind of additional privilege. A skill test similar to the one used for the TMG class rating for the PPL(A) was developed to ensure a high level of standardisation for this additional training and a comparable level of theoretical knowledge and skill of the TMG pilots holding different kinds of licences (e.g. LPL(S) with TMG extension, LPL(A) for TMG or PPL(A) with a TMG class rating). Finally, FCL.140.S contains the currency requirements for the LPL(S), differentiated between sailplanes and TMGs. As mentioned before for the other aircraft categories, a regular proficiency check is required every 6 years.
20. Section 6 contains specific requirements on privileges and experience applicable to the LPL balloon category (FCL.105.B and FCL.110.B). The classes of balloons covered are hot-air balloons; hot-air airships with a maximum envelope capacity of 4000m³; and gas balloons with a maximum envelope capacity of 1200m³. To fly balloons and hot-air airships with a bigger envelope capacity the pilot must hold a BPL. The required dual flight instruction and the supervised solo flight are based on the standards defined by ICAO (Annex 1 paragraph 2.10.1.3), whereas ICAO defines a lower number of take-offs and landings (paragraph 2.10.1.3.1 requires only 8 launches and ascents) and doesn't mention any specific number of fillings. Reviewing the different national syllabi for the balloon flight instruction and discussing the proposals with the experts, the Agency decided to raise the amount of landings slightly and to incorporate a minimum number of fillings to ensure a high level of safety. These provisions are followed by the requirements for the extension of the privileges to another balloon class (FCL.135.B) prescribing additional training for a hot-air balloon licence holder to extend the privileges to gas balloons or hot-air airships and for a gas balloon licence holder who wishes to extend the privileges to hot-air balloons. The Agency followed the subgroup's proposal to require an additional skill test for this extension, during which the applicant shall demonstrate adequate theoretical knowledge for the other class. Finally, the currency requirements are described in FCL.140.B, which defines a minimum amount of experience within the last 24 months and requires a proficiency check in one class of balloons.

Subpart C

21. Subpart C contains the requirements for the private pilot licence (PPL), the sailplane pilot licence (SPL) and the balloon pilot licence (BPL). It is divided into several Sections, the first one containing common requirements, and the others containing requirements specific to each category of aircraft.
22. Common requirements, included in Section 1, are the minimum age for applicants (FCL.200); the condition to comply with the applicable requirements for the class and

⁵² See paragraph 44 of the explanatory note.

type ratings⁵³ (FCL.205); the requirement to undergo a training course at an approved training organisation (FCL.210); theoretical knowledge examinations (FCL.215); and a skill test (FCL.235).

23. Sections 2 and 3 follow with specific requirements applicable to aeroplanes and helicopters, respectively. They contain provisions on the privileges granted by the licence (FCL.205.A and FCL.205.H) and on experience requirements and crediting (FCL.210.A and FCL.210.H). They basically follow the requirements in JAR-FCL 1 and 2, with two major differences highlighted hereunder.
24. The first difference is related to the privileges granted by the licence. The Agency proposes to permit the holder of a PPL to provide instruction for the issue of the LPL or the PPL in return for remuneration. This was a proposal from the FCL.001 group that intends to provide a solution for the shortage of instructors for general aviation in Europe. The group considered that an adequate safety level was provided for by the knowledge requirements for both the instructor and the licence holder; it therefore concluded that the interdiction of PPL holders to provide instruction against remuneration had no safety justification. The Agency tends to agree with this conclusion and has accepted the group's proposal. However, it shall be noted that this proposal is different from ICAO requirements (specifically paragraph 2.3.2.1 of ICAO Annex 1); this would have to be notified should the Agency's proposal be accepted⁵⁴.
25. The second change is with the content of the Appendices to Subpart C of JAR-FCL 1 and 2 (on the training course, theoretical knowledge examinations and skill test for the PPL), which has been mostly transferred into AMC. The intent of this transfer was to provide more flexibility for stakeholders, to modulate the courses and tests to the actual needs of the pilots. The same approach was not followed for professional licences, as already stated in the Explanatory Note, following the recommendation of the FCL.001 group. It should be noted, however, that the essential safety objectives and requirements (minimum flight instruction, basic elements of the theoretical knowledge syllabi and of the skill test) were left in the rule, to ensure an adequate level of legal certainty for applicants.
26. Section 4 has been left reserved for future implementing rules on the PPL for powered-lift aircraft. When developing implementing rules for powered-lift aircraft, the Agency was faced with several options, ranging from the development of a full licensing system for these aircraft to the 'do nothing' option. Taking into account the initial level of international training best practices for this category of aircraft, as well as the limited time frame for the task FCL.001, and the need to have requirements in place to allow for the initial training courses for the introduction of this category of aircraft in Europe, the Agency decided that the best option would be a phased approach: the initial implementing rules will include only the requirements to obtain a type rating, having as a pre-requisite the holding of an ATPL for aeroplanes or helicopters; in a second phase, the Agency will initiate a rulemaking task on the development of a complete licensing system for this category of aircraft⁵⁵. In order to prepare the introduction of the related implementing rules, Sections were left reserved throughout several Subparts of Part-FCL.
27. Section 5 contains specific requirements on privileges, experience and crediting applicable to the airship category (FCL.205.As and FCL.210.As). These provisions follow closely the requirements of JAR-FCL, with the necessary adaptations to take into account the various categories of aircraft. The same possibility for the extension of the privileges

⁵³ Where those class and type ratings exist.

⁵⁴ See paragraph 44 of the explanatory note.

⁵⁵ A rulemaking task has already been included in the Agency's Advance Rulemaking programme, with the number FCL.003.

in relation to the ICAO Annex 1 PPL, as explained above for the aeroplane and helicopter categories, is proposed. The remaining requirements are in compliance with ICAO Annex 1⁵⁶. ICAO Annex 1 contains standards for both the PPL and CPL for airships, but the Annex only applies to those with a cubic capacity in excess of 4,600 m³. Due to the fact that airships of this size are invariably used for commercial operations and due to the cost and operational procedures of such aircraft, the FCL.001 experts discussed whether a PPL for these airships was adequate. In the event, it was decided that, as ICAO standards were in place, the implementing rules should include the PPL. However, it was considered adequate to use this licence also for gas airships with a maximum certificated take-off mass below 4,600 m³. The crediting of hot-air airship licence holders is not specifically mentioned in the ICAO requirements, but due to the required amount of 35 hours flight time in airships for the PPL(As), the hot-air airship licence holder has to have completed an additional 30 hours of flight time in gas airships, which is still more than the 25 hours required by the ICAO standards.

28. Sections 6 and 7 contain the specific requirements for the SPL and the BPL. While developing these requirements, the FCL.001 group looked specifically at the issue of whether a commercial licence would be required to exercise privileges in commercial operations. The group recommended that a specific commercial licence should not be created, but to include provisions that would allow the extension of the initial privileges to commercial operations instead. The Agency accepts this proposal and therefore FCL.205.S and FCL.205.B contain provisions for the extension of privileges of the licence to both carry passengers and to fly in commercial operations for remuneration. For this extension, licence holders have to pass a specific proficiency check with an examiner. The privilege to provide instruction against remuneration is included in the initial privileges of the licence, similarly to what is proposed for the PPL.
29. Section 6 further contains specific requirements for the SPL, regarding experience and crediting (FCL.210.S); extension of privileges related to launch methods used (FCL.220.S); extension of privileges to TMG (FCL.225.S); and currency requirements (FCL.230.S). These requirements are based on those proposed for the LPL(S); therefore, the explanations given in relation to the LPL(S) also apply to this Section.
30. Similarly, Section 7 contains experience and crediting requirements (FCL.210.B) for the BPL; provisions on extension of privileges to other classes or groups of balloons (FCL.225.B); and finally currency requirements for BPL holders (FCL.230.B). As for the SPL, these requirements are based on those proposed for the LPL(B). Therefore, the explanations concerning these requirements given for the LPL(B) also apply to this Section. The major differences on the technical requirements for the BPL as compared to the LPL(B) are the addition of commercial privileges; the permission to provide instruction for remuneration (as for the PPL and the SPL); and the possibility to extend the privileges of the licence not only to another class, but also to another group of balloons (FCL.225.B), which are defined taking into account the envelope capacity.

Subpart D

31. Subpart D contains the requirements for the commercial pilot licence (CPL). It is also organised in Sections: the first on common requirements and three others on specific requirements for aeroplanes, helicopters and airships⁵⁷.
32. Taking into account the proposals of the FCL.001 rulemaking group, the Agency drafted the rules for the CPL for airships mainly based on the standards defined by ICAO in Annex 1. While reviewing these standards and some national requirements for the airship

⁵⁶ Paragraph 2.3.6.1 of ICAO Annex 1 defines the required flight instruction.

⁵⁷ With one section left reserved for the future requirements for powered-lift aircraft.

licence, the FCL.001 experts came to the conclusion that the ICAO experience requirements for both the instrument and the night flying qualifications were too demanding (e.g. 40 hours of instrument training). Therefore, certain elements of the developed requirements are below the standards defined by ICAO. The proposal for only 10 hours of instrument training and 5 hours of night flying training is a difference in relation to ICAO requirements (specifically paragraph 2.4.6.1.1 of ICAO Annex 1) that would have to be notified, should the Agency's proposal be accepted⁵⁸. The Agency decided also to accept the proposal of the group for a CPL/IR integrated course for airships with a total amount of 30 hours instrument training, which is still below the standards defined by ICAO⁵⁹.

33. In what refers to aeroplanes and helicopters, the only noticeable difference with JAR-FCL is the introduction of a limitation on the privileges of FCL holders to act in commercial air transport, which comes from Subpart N of EU-OPS and JAR-OPS 2. As explained above, EU-OPS 1.060 and JAR-OPS 2.060 were two of the requirements which were recommended to be transferred to Part-FCL. They are included in FCL.305.A, for aeroplanes, FCL.305.H for helicopters, and were also adapted to airships, in FCL.305.As.

Subpart E

34. Subpart E contains the requirements for the multi-crew pilot licence (MPL). It contains only one Section, since it is only applicable to the aeroplane category, and follows closely Subpart K of JAR-FCL 1. The only difference worth mentioning is the fact that no provisions similar to those of JAR-FCL 1.535 and its appendices were included. JAR-FCL 1.535 created the MPL Advisory Board to provide guidance to authorities for the implementation of the MPL. Although the Agency fully intends to keep using the MPL Advisory Board to help the implementation of this licence, it does not consider possible to establish such a board by law in the EU context; this is another aspect where the different legal nature of the JARs and the implementing rules do not allow a point by point 'transposition'. It must be clear, however, that the Agency will continue the established cooperation to oversee the implementation of the MPL.

Subpart F

35. Subpart F contains the requirements for the airline transport pilot licence (ATPL). It is divided into four Sections: the first includes common requirements and the two others the requirements applicable to aeroplanes and helicopters⁶⁰. Again, the content of JAR-FCL 1 and 2 has not been significantly changed. The Agency only highlights that after a consultation of Member States and thorough discussions in the FCL.001 group, it was decided that commercial air transport with airships is too limited to justify the development of dedicated requirements for the moment. This may be reviewed in the future if the need arises.

Subpart G

36. Subpart G contains the requirements for instrument rating. It is divided into five Sections: the first includes common requirements and the three others the requirements applicable to aeroplanes, helicopters and airships⁶¹. In relation to aeroplanes, there are no substantive differences with the content of JAR-FCL 1, but in relation to helicopters the FCL.001 group suggested that the system of JAR-FCL 2 according to which the

⁵⁸ See paragraph 44 of the explanatory note.

⁵⁹ See paragraph 44 of the explanatory note.

⁶⁰ One section was left reserved for the implementing rules for the powered-lift category.

⁶¹ One section was left reserved for the implementing rules for the powered-lift category.

instrument rating was type specific should be changed. The Agency agreed with this proposal; therefore the requirements of JAR-FCL 2 were changed as necessary to harmonise them with JAR-FCL 1⁶². Another change that should be noted is that the requirements for the revalidation of the instrument rating, which in JAR-FCL were divided between Subparts E and F, are now all included in Subpart G.

37. The requirements for airship instrument rating follow closely the requirements for aeroplanes and helicopters, with the necessary changes to take into account the different categories of aircraft. As already explained above, the FCL.001 experts came to the conclusion that the ICAO experience requirements for IR and CPL applicants for airships were too demanding. The proposed flight training for the instrument rating requires a total amount of 35 hours whereas ICAO defines 40 hours of instrument training. This proposal is another difference in relation to ICAO requirements (specifically paragraph 2.7.3.1. of ICAO Annex 1) that would have to be notified, should the Agency's proposal be accepted⁶³.

Subpart H

38. Subpart H contains the requirements for class and type ratings. It is divided into five Sections: the first includes common requirements and the four others the requirements applicable to aeroplanes, helicopters, powered-lift aircraft and airships. The requirements for aeroplane and helicopter class and type ratings follow closely the provisions of JAR-FCL 1 and 2, but some issues are highlighted below.
39. Firstly, FCL.700 provides for a special certificate to be issued by the competent authority in the case of introduction of new types or classes of aircraft, to cover the situation when a type or class rating still cannot be issued in accordance with the general requirements in Subpart H. This certificate allows the pilot to conduct flights during the initial phase of introduction of aircraft, but is limited to the only flights necessary for this phase. This mirrors the provisions of JAR-FCL 1.230 and 2.230, but it is more stringent than the provisions of JAR-FCL.
40. Another difference is that this Subpart does not include specific requirements for the acceptance of class and type ratings issued by third country authorities. The reason for this is that the ratings are part of a licence, and therefore, as referred to in the explanatory note, requirements for their acceptance are developed in Annex III to the Licensing Cover Regulation. Also provisions in Subpart F of JAR-FCL 1 and 2 related to the list of class or type ratings and the JAA associated procedures related to the JOEB activity are no longer included in the implementing rules. The issue of the establishment of class and type ratings, as well as specific requirements for training related to specific types or classes will be covered by implementing rules that are currently being developed under the rulemaking task 21.039⁶⁴.
41. Other provisions from Subpart F of JAR-FCL 1 and 2 that were not kept were the ones related to the replacement of the type/class rating proficiency check by the operator's proficiency check (OPC), in the case of pilots working for a commercial air transport operator. The Agency's view is that the OPC has different purposes, and focuses on different issues, than the type/class rating proficiency check; it therefore cannot replace it. However, nothing prevents an operator to comply with the requirements for the type/class rating proficiency check when performing the OPC. In this case, the check can

⁶² For more details on what changed, please see the cross-reference tables in Appendix 3 to this NPA.

⁶³ See paragraph 44 of the explanatory note.

⁶⁴ For the ToR of this task, consult the EASA website at http://www.easa.europa.eu/ws_prod/r/r_tor.php

fulfil both functions. If that is the case, then the pilot can at the same time take the OPC and revalidate his/her rating.

42. Finally, also the provision that used to exist in Subpart F of JAR-FCL 1 and 2 foreseeing the possibility for the authority to extend the validity of the type and class rating until the end of the month can no longer be found in this Subpart, since it was transferred to the Authority Requirements Part, as a general provision for all ratings.
43. Subpart H also contains new provisions on type ratings for the airship and powered-lift aircraft categories. The provisions for airships were developed taking as a reference the provisions of JAR-FCL, but adapting them to the various aircraft categories. In relation to the powered-lift category, the issue of type ratings is dependent on the pilot holding an ATPL either for aeroplanes or helicopters; sufficient flight experience in that category; having received flight instruction in the other category; and, finally, having undergone specific instruction for the type rating. These requirements are a consequence of the option taken not to regulate the complete licensing system for powered-lift aircraft at this stage.

Subpart I

44. Subpart I contains requirements for other ratings or qualifications than the instrument rating and class and type ratings. The Agency would like to highlight that the expression 'rating' is used here to refer to any statement entered on a licence, setting forth privileges, special conditions or limitations pertaining thereto⁶⁵. The Agency recognises that the expression 'rating' had a more specific meaning in JAR-FCL⁶⁶, which may cause a certain initial confusion, but asks stakeholders to take into account that the definition of rating is more general in the Basic Regulation than it was in the JAR-FCL system.
45. While developing the implementing rules for pilot licensing, the FCL.001 noted that many Member States required other qualifications and ratings than those included in JAR-FCL 1 and 2. Since once the implementing rules are in place Member States will no longer be able to impose additional requirements on pilots, it was considered necessary to take these national ratings into account. Accordingly, the Agency asked the national authorities, through their representatives at the Licensing Sectorial Team of the JAA, to provide information on any additional ratings or qualifications that they had established in their national rules. Based on the input received from Member States, the FCL.001 rulemaking group considered that there was a need to develop implementing rules for specific ratings in the cases of aerobatic flying, sailplane and banner towing and flights performed to and from mountainous regions. These implementing rules were developed by the group based on existing national rules. It was attempted to keep the requirements in the rule as simple as possible, while the more detailed aspects were inserted in AMCs. This was done with the intention of providing for as much flexibility as possible for stakeholders and authorities when implementing these new provisions.
46. Besides the new ratings mentioned in the paragraph above, Subpart I contains also the requirements for night flying. These provisions are based in JAR-FCL 1 and 2, in the case of aeroplanes and helicopters, but in order to avoid repetitions, it was decided to include them in this Subpart instead of the Subparts for the LPL and the PPL. Furthermore, night flying requirements for sailplanes and balloons were developed on the basis of the feedback received from Member States and also included.

⁶⁵ See article 3(l) of the Basic Regulation.

⁶⁶ Generally the expression rating was only used when requirements for revalidation were established. When no specific requirements for maintaining the associated privileges were considered necessary, the term 'qualification' was used as, for example, in the case of the night qualification.

47. Requirements for flight testing for the certification of aircraft were also included in this Subpart. These requirements are the result of a parallel rulemaking activity of the Agency, under the task name MDM.003⁶⁷. The MDM.003 task covered definitions for flight testing, the qualifications for flight crew and the flight test operation manual. An NPA to Part-21, which is being finalised, will cover the first and third aspects of the MDM.003 task, as well as the case of flight engineers. As for the qualification of pilots, it was soon recognised by the Agency that some of the requirements would have to be included in Part-FCL. In order to avoid the inevitable delays that would result from processing two separate proposals at different times, one amending the other, it was considered preferable to insert the applicable elements immediately in Part-FCL. The reasoning behind the proposal, as well as the related regulatory impact assessment, is detailed in the NPA for task MDM.003.
48. Finally, the Agency considers it necessary to refer here to the more general issue of the qualifications required for flying an aircraft in instrument meteorological conditions (IMC). This issue was raised several times during the development of the implementing rules, both by members of the FCL.001 rulemaking group and by stakeholders contacting the Agency independently. In this context, the most controversial issue was the future of the UK IMC rating, which allows the holder of such a rating to fly in IMC in certain UK airspace categories without having an instrument rating. After discussions with the FCL.001 rulemaking group, the Agency has decided to initiate a new rulemaking task on this issue, which has already been included⁶⁸ in the Agency's Advance Planning⁶⁸ and will be started after the summer. The working group for this task will review the existing instrument rating requirements and the training syllabus of the UK IMC rating. The Agency decided furthermore not to develop a specific cloud flying rating for sailplanes, which exists in several Member States to allow its holder to enter clouds with sailplanes and fly in IMC conditions. It is envisaged to include this issue when drafting the ToR for the new task mentioned here above.

Subpart J

49. Subpart J contains requirements for instructors. It is divided into ten Sections: the first contains common requirements and the nine others the requirements applicable to each category of instructor. Two new categories of instructor are introduced, the light aircraft flight instructor (LAFI), with privileges to instruct for the LPL and the mountain instructor (MI) with privileges to instruct for the mountain rating. Furthermore, the existing category of the flight instructor (FI) was extended to include the privilege to conduct flight instruction on airships, sailplanes and balloons, based on already existing national requirements in different Member States. The remaining categories of instructor already existed in JAR-FCL 1 and 2, and the provisions of this Subpart follow closely the JAR system in as much as possible to take into account the extension of scope and some differences created by the Basic Regulation.
50. The Agency would like to highlight that the expression 'certificate' is used for all instructor qualifications in this Subpart for reasons of consistency with the Basic Regulation. In accordance with the Basic Regulation, instructors and examiners shall hold an appropriate certificate – not a rating or an authorisation. This is the reason why the term 'instructor certificate' is used in the draft requirements.
51. The second difference with JAR-FCL 1 and 2 comes from Draft NPA-FCL 36, which resulted from the work of a JAA working group that was asked to include competency based principles in the requirements for instructors. Draft NPA-FCL 36 contains several changes to several paragraphs of JAR-FCL, which are included in the present NPA.

⁶⁷ For the ToR of this task, consult the EASA website at http://www.easa.europa.eu/ws_prod/r/r_tor.php

⁶⁸ The task number is FCL.008.

52. Another difference is that the possibility to give instructors a specific authorisation has been restricted to the introduction of new types of aircraft, as required by the provisions of the Basic Regulation⁶⁹. Similarly, the special conditions that existed in JAR-FCL for instructors working for training organisations outside the territory of the Member States have not been kept, since the Basic Regulation does not foresee the unilateral acceptance of instructor certificates issued by third countries (Article 7(6)(e) only applies to pilot licences). Any person providing instruction for the issue of Part-FCL licences, ratings or certificates shall therefore comply with the requirements of Subpart J of Part-FCL, except if otherwise permitted by bilateral agreements concluded by the Community.
53. Finally, it should be highlighted that the proposed requirements include a skill test for all categories of instructors, except: the multi-crew cooperation instructor; the synthetic training instructor; and the mountain rating instructor. For these categories, the assessment of competence is made as a part of the training course during a flight supervised by an examiner or an instructor specifically nominated by the training organisation for this purpose⁷⁰. It should also be highlighted that the draft implementing rules also propose a qualification as multi-crew cooperation instructor for helicopters, which did not exist in JAR-FCL 2.
54. Regarding the new categories of instructor - the light aircraft flight instructor and the mountain rating instructor - they are created as a consequence of the extended scope of the implementing rules. The provisions for mountain rating instructors require the applicant to already hold a certificate as flight instructor, type rating instructor or class rating instructor, a mountain rating and an adequate amount of flight experience, as well as to undergo a specific course on training techniques. For the LAFI for aeroplanes, helicopters, sailplanes and balloons, the Agency decided to accept the proposals of the MDM.032 subgroup. These proposals are mainly based on existing national requirements for instructors, but they follow the structure used for the other instructor certificates in this part. Section 2 of this Subpart defines the privileges and conditions (FCL.905.LAFI); the limitations and restricted privileges (FCL.910.LAFI) while acting under the supervision of another instructor; the content of the training course for each of the four categories (FCL.930.LAFI); and the pre-requisites for this course (FCL.915.LAFI). These requirements are followed by the skill test (FCL.935.LAFI) and the paragraph about revalidation or renewal of the certificate. (FCL.940.LAFI).

Subpart K

55. Subpart K contains requirements for examiners. It is divided in seven Sections: the first includes common requirements and the six others the requirements applicable to each separate category of examiner. For the conduct of skill test and proficiency checks for the LPL, BPL, SPL and for the LAFI and FI(B)/(S) additional categories of examiners are introduced: the flight examiner for the LPL(S) and the LPL(B); the flight examiner for sailplanes and balloons, with privileges to conduct these tests and checks on sailplanes and balloons; and the flight instructor examiners for sailplanes and balloons, with privileges to conduct the skill tests or proficiency checks for the LAFI instructor certificates. This is probably the Subpart with the highest number of changes as compared to JAR-FCL 1 and 2. In addition to the introduction of requirements for examiners for the new categories of aircraft, the whole system of examiners'

⁶⁹ See article 7(5) of the Basic Regulation and paragraph 1.i.2 of the essential requirements for pilot licensing.

⁷⁰ This is another difference with JAR-FCL, which requires these instructors to be specially approved by the authority for this purpose. However, taking into account the new system that will be created by the implementing rules on management systems, it was considered preferable to have the nomination of these instructors made by the training organisation, and controlled by their management system.

certification⁷¹ had to be revised to take into account the change introduced by the Basic Regulation. As explained in paragraph 41 above, examiners are no longer acting on the basis of a delegation from the authority, but on the basis of their own privileges, given after a certification process. Therefore, new requirements for the certification of examiners had to be developed, since the requirements in JAR-FCL were quite open and left a lot to the discretionary powers of the authorities. Similarly, requirements for the continuation of examiner's privileges had to be developed, as well as more detailed requirements on the obligations of examiners when conducting skill tests and proficiency checks.

56. Also, similarly to instructors, the only case where authorities may issue a certificate based on special conditions is the case of introduction of new types or classes of aircraft, where full compliance with the general requirements of Subpart K would not be possible.

Appendices to Part-FCL

57. There are 12 Appendices to Part-FCL, containing detailed technical requirements on the following issues:
- Appendix 1 – Crediting of theoretical knowledge;
 - Appendix 2 – Syllabus of theoretical knowledge for the ATPL, CPL and instrument rating for aeroplanes and helicopters;
 - Appendix 3 – Training courses for the CPL, ATPL and instrument rating;
 - Appendix 4 – Skill test for the CPL;
 - Appendix 5 – Training course for the MPL;
 - Appendix 6 – Modular training courses for the instrument rating;
 - Appendix 7 – Skill test for the instrument rating;
 - Appendix 8 – Cross-crediting of the instrument rating part of a type or class rating proficiency check;
 - Appendix 9 – Skill test and proficiency check for the ATPL, type and class ratings, and the instrument rating;
 - Appendix 10 – Course of additional theoretical knowledge for class and type ratings for high performance aeroplanes;
 - Appendix 11 – Cross crediting of proficiency checks for revalidation of type ratings for helicopters;
 - Appendix 12 – Instructors skill test, proficiency checks and theoretical knowledge examinations.
58. These Appendices are based on JAR-FCL 1 and 2. As already mentioned above, the Agency reminds stakeholders that the inclusion of these highly technical requirements was a result of a specific request from the FCL.001 rulemaking group that the Agency accepted. However, it should not be forgotten that having these requirements in implementing rules is quite different from having them in Section 1 of JAR-FCL;

⁷¹ Again, like explained for instructors, the term 'authorisation' is no longer used, for reasons of consistency with the Basic Regulation.

implementing rules are binding in all their elements and allow no exemptions or deviations, except in the cases foreseen by article 14 of the Basic Regulation. Having these requirements in the implementing rules not only leaves no flexibility to adapt training courses and skill tests to the individual cases and individual competences of the pilots, it also means that in the case of technological advancements or evolution in international best practices in the field of pilot training, the implementing rules would have to be changed through a lengthy process before pilots and training organisations can take advantage of these new technologies or practices. The Agency is convinced that transferring a great part of the requirements that are currently in appendices to AMC would not hinder safety or diminish legal certainty, while providing for additional flexibility to stakeholders, and encourages commenters to express their views on this issue.

AMC and GM to Part-FCL

59. The largest part of the proposed AMC and GM to Part-FCL is based on Section 2 of JAR-FCL 1 and 2, with the addition of some items coming from Section 1 that were considered better placed in AMC than in the implementing rules. Of course, AMC and GM were also developed to cover the new licences and aircraft categories.

Appendix II - Explanatory memorandum to Part-Medical.

1. The purpose of this memorandum is to provide more detailed explanations on the proposed implementing rules for FCL Part-Medical and associated AMC than the ones offered in the general part of the Explanatory Note to this NPA. These explanations focus on the new elements and on the differences with JAR-FCL 3.

Subpart A, Section 1

2. Subpart A of Part-Medical contains general requirements applicable to all medical certificates and defines the competent authority for Part-Medical (MED.A.001); the scope of the requirements (MED.A.005); and contains definitions (MED.A.010). These definitions are new and were considered necessary to ensure general understanding of some medical terms and of "licensing authority", which will replace the JAA term "Aeromedical Section" (AMS).
3. Subpart A further contains the requirements on medical confidentiality (MED.A.015) and on medical certification; it details which class of medical certificate is needed for what kind of operations (MED.A.20). The LPL has been added to this paragraph as a new licence and it is clarified that a holder of a BPL who is involved in commercial ballooning needs a class 2 medical certificate. This Section 1 also contains part of the paragraph on decrease of medical fitness (MED.A.25), which was in JAR-FCL 3⁷²; the remaining issues of this text are to be found in Section 3 of this Subpart (MED.A.060) under the heading "Suspension of exercise of privileges".

Subpart A, Section 2

4. One major difference with JAR-FCL 3 is the issuance of the initial class 1 medical certificate by an aeromedical centre (AeMC) (MED.A.030). This results from the text of the Basic Regulation, which gives the competence to issue medical certificates for class 1 and class 2 only to the AME and AeMC. Furthermore it seems consistent with that change that the AeMC, which undertakes the examination and assessment of medical fitness for an initial class 1 certificate, be also given the responsibility to issue the corresponding certificate. Moreover, standardisation visits under the JAR system (MEST visits) showed that several AMS had already delegated this task to AeMCs. The oversight of AeMCs, sometimes given as a reason for issuing medical certificates at the AMS level, can be exercised by other means, which will be detailed in the Part on Authority Requirements. The same paragraph MED.A.30 also contains a provision that gives competence to issue, revalidate or renew medical certificates for a LPL to a General Medical Practitioner (GMP), when permitted under national law, as foreseen by the Basic Regulation.
5. The application for a medical certificate shall be made in a format established by the competent authority (MED.A.035); therefore the JAA application form for voluntary implementation by will be included in GM, so that it can be used on a voluntary basis by the competent authorities. A more stringent approach could be taken by putting this form into an AMC to MED.A.035, but the Agency prefers the GM option to ease minor changes to the forms that may result e.g. from different computer software used in the different competent authorities. JAR-FCL 3 was not clear regarding the status of the forms: The forms were in the JIP and therefore binding but on the other hand the forms were also printed in Section 2 of JAR-FCL 3 which made them guidance material. This ambiguity should now be resolved.
6. Paragraph MED.A.045 contains the requirements regarding the limitation of medical certificates and here another difference with JAR-FCL 3 has to be mentioned. One of the

⁷² JAR-FCL 3.040

AMS tasks in the JAR system is to evaluate and to assess medical fitness of pilots who cannot demonstrate full compliance with the medical requirements. However, it has to be taken into account that not all Aeromedical Sections have the medical/technical capabilities to study in detail individual cases and to conduct the necessary medical examinations. It is therefore considered more appropriate to give the responsibility for the complete assessment of medical fitness to the specialised AME or AeMC, which are aware of the pilot's medical history and where the necessary examinations can be undertaken.

7. However, the FCL.001 Subgroup Medical thought that in the case of class 1 medical certificates the decision on fitness in contentious cases and the limitations to be specified on the medical certificate to ensure an equivalent level of safety, is best placed with the Aeromedical Assessors in the licensing authority. MED.A.045 therefore contains the requirement that for class 2 and LPL medical certificates the responsibility for assessment and decision on of limitations is with an AME or AeMC, whereas for class 1 this will be done by the licensing authority. The necessary flexibility to issue a medical certificate with a limitation for any class or activity for pilots who cannot demonstrate full compliance with the medical requirements is provided in the same paragraph and is based on the corresponding ICAO flexibility clause⁷³ and on JAR-FCL 3⁷⁴.
8. MED.A.050 contains the obligations of the AeMC, AME or GMP when conducting a medical examination and assessment (MED.A.050) It is the intention to include the JAA form "Medical Examination Report" in the Guidance Material for the same reason as given in paragraph 5 of this Explanatory memorandum.
9. MED.A.055 deals with the validity periods of medical certificates and one difference with JAR-FCL 3 is that the medical certificate for class 2 is valid for 24 months after the pilot has reached age 50 with no further reduction of this period after age 60. The reason for this change is the intention to adapt the class 2 medical requirements to ICAO standards. A new requirement has been added in this paragraph as a result of the introduction of the LPL for which the medical certificate is valid until age 45 and then for 5 years until age 60. The validity periods for the LPL medical certificate do not comply with ICAO standards until the pilot reaches age 60, from which moment on the validity period is 24 months⁷⁵.

Subpart A, Section 3

10. This Section details the provisions for the suspension of the privileges of a licence for medical reasons (MED.A.060); its content has been transferred from the JAR-FCL 3 paragraph on decrease of medical fitness. MED.A.065 deals with the suspension or revocation of medical certificates by the competent authority. This is a new paragraph as compared to JAR-FCL 3, which was needed because the conditions for the suspension or revocation of a medical certificate need now to be specified in the implementing rules, as required by the Basic Regulation. The new paragraph details the reasons, e.g. falsification of documents or providing false declarations, which can lead to a suspension or revocation of a medical certificate.

Subpart B, Section 1

11. Section 1 of Subpart B contains only one general paragraph (MED.B.001) on medical fitness that was contained in JAR-FCL 3, Subpart A.

⁷³ Annex 1, Personnel Licensing: 1.2.4.8

⁷⁴ JAR-FCL 3.125

⁷⁵ See paragraph 42 of the explanatory note.

Subpart B, Section 2

12. This Section details the requirements for class 1 and class 2 medical certificates. These requirements are combined in one Section in order to avoid repetitions as was the case in JAR-FCL 3 where medical requirements for class 1 were in Subpart B and those for class 2 in Subpart C. When comparing the corresponding paragraphs in JAR-FCL 3 during the drafting phase it became obvious that most of them were identical for class 1 and class 2. When drafting the implementing rules it was therefore considered appropriate to combine the requirements for both classes of medical certificates in one Section only. Requirements that are applicable for both classes of certificates do not mention "class 1" or "class 2" in the text. Those applicable for only class 1 or only class 2 specify in the text the class of medical certificate concerned.
13. As already mentioned in the explanatory note of this NPA, a significant amount of text concerning the requirements for medical fitness of pilots has been removed from binding Section 1 material in JAR-FCL 3 to AMC in Part-Medical for several reasons:
 - implementing rules are high level law and no flexibility can be exercised;
 - medical decisions following individual assessments need a certain amount of flexibility which cannot be given in implementing rules;
 - as also explained in the explanatory note, the flexibility provided in the JARs by the use of such wording as "at the discretion of the authority" or "may be assessed as fit if ...") cannot be carried over to binding implementing rules without implying lengthy and difficult Community control procedures.
14. As a result of these considerations nearly all requirements of Subparts B (class 1) were transferred to implementing rules, while the provisions of the Appendices containing discretionary decision making options for the Aeromedical Section of the Authority, were included in the AMC. For class 2 some more material has been moved to AMCs because it had been agreed to adapt the JAR-FCL 3 requirements, which were considered as being too stringent, to ICAO level. This does not result in a basic change of the rules but provides more flexibility. According to the Agency's opinion, the safety objective is not affected by this move because it will be compensated by the the new approach to implement and control AMCs as outlined in the Explanatory Note.
15. However, it must be noted that despite this change the remaining binding requirements included in the implementing rules pose the risk that pilots can be assessed as unfit to fly because of lack of flexibility. MED.A.045, containing the provisions for flexibility, can only be used in cases where the implementing rules do not state that a condition, medication or procedure entails unfitness. Pilots may therefore have to be assessed as unfit to fly, while new medical technology, medication or procedures could justify a fit assessment with or without specific limitations. Examples of a possible unfit assessment may stem from the strict interpretation of the rules on certain cardiological conditions; the use of medication like insulin or warfarin; or some ophthalmological requirements. It should also be taken into account that any change of the implementing rules may be a lengthy process, during which a pilot may have to be assessed as unfit though new measures to mitigate a medical risk may already be available. The Agency would have preferred therefore transferring such provisions to AMCs, but met with objection from its experts.
16. Paragraphs MED.B.001 through MED.B.085 contain the detailed medical implementing rules for class 1 and class 2. The difference to JAR-FCL 3 Subparts B and C is that all numbers (e.g. blood pressure) have been moved to AMCs for the reasons explained in the above paragraphs. No basic changes to the content of the rules occurred.

Subpart B, Section 3

17. The LPL is a new licence for private flying and is based on requirements for national private pilot licences that exist in some Member States because the medical requirements in JAR-FCL 3 were considered too stringent taking into account the low safety risk involved. While developing the medical requirements for this new licence, several options were considered: relying on a self-declaration of fitness by pilots involved in private operations; compliance with the requirements for ICAO class 2; and the establishment of new specific medical requirements. The option to require the same medical requirements as for a driver's licence was also considered. The self-declaration option was soon discarded since the Basic Regulation clearly requires a medical certificate for the LPL, and this could not be based on a self declaration alone. As for basing the requirements on medical standards for a driving licence, these differ in the Member States, with some of them not even requiring a medical assessment for the issue of a driver's licence. The FCL.001 Medical Subgroup received from the MDM.032 licensing subgroup a proposal where the possibility of an ICAO class 2 medical certificate was not considered appropriate, and which presented specific requirements for medical certificates for a LPL, below ICAO standards⁷⁶ and tailored to the risk involved in private flying. These are the provisions included in this NPA.
18. Before receiving the input from the MDM.032 Group, the Medical Subgroup had done a RIA on the question to compare the requirements of JAR-FCL 3 class 2, ICAO class 2 and a sub-ICAO medical certificate. The best option in this RIA seemed to be a medical certificate complying with ICAO Class 2 standards for all private licences. The main reason for this outcome was that 3 levels of medical certificates make the system more complex to handle. As the essential aim for introducing the LPL in the Basic Regulation is to give easier access to private flying in Europe, the option taken for this NPA is to propose 3 levels of medical certification taking into account that the medical/technical difference between ICAO class 2 and the input from the MDM.032 group is still relevant. Proposing ICAO Class 2 provisions would therefore not comply fully with the intention in the Basic Regulation.
19. The implementing rules for the LPL medical certificate are contained in Subpart B, Section 3 and consist of only 5 points detailing the evaluation, examinations and tests to be performed. All specific requirements as well as an examination report are in the AMCs to provide for the highest possible degree of flexibility.

Subpart C

20. This Subpart contains the requirements for AMEs. It details their privileges (MED.C.001); the application for a certificate as AME (MED.C.005); and the requirements an AME has to comply with in order to be eligible (MED.C.010). Other items are the requirements for the extension of privileges (MED.C.15); the training course for AMEs (MED.C.20); and provisions for changes of the AME certificate (MED.C.025). The main difference with JAR-FCL 3 is that the certificate for AME privileges has an unlimited duration and remains valid as long as the AME complies with the requirements for continued validity in MED.C.030. Requirements for the suspension or revocation of an AME certificate will be in the Part on Authority Requirements.

Subpart D

21. The Basic Regulation permits General Medical Practitioners (GMP) who have sufficient detailed knowledge of the applicant's medical background to act as an AME for the LPL. However, the decision whether or not GMPs can be authorised to assess pilots for a LPL

⁷⁶ See paragraph 42 of the explanatory note.

medical certificate is up to the individual Member State and must be permitted under national law.

22. The training of a GMP who wants to examine and assess pilots for LPL is outlined in MED.D.001 and consists of theoretical and practical aeromedical training and the requirement to hold or have held a pilot licence where practical training has not been obtained. This should give the GMP sufficient knowledge to assess pilots for a LPL medical certificate and to draw the necessary conclusions on fitness.
23. The proposed implementing rules define the privileges of a GMP as covering the initial, revalidation and renewal examinations and assessments for LPL medical certificates. Nevertheless, the GMP can only issue LPL medical certificates for those pilots who fully comply with the medical requirements for a LPL medical certificate (MED.A.045), but is not authorised to apply the flexibility provisions and to issue medical certificates with limitations. Pilots who do not fully comply with the medical provisions for a LPL have to be referred to an AME or an AeMC.

Aeromedical Centres

24. The acronym for aeromedical centre was changed from AMC in JAR-FCL 3 to AeMC in Part-Medical to avoid possible confusion with AMC. Conditions for the approval of AeMCs will be published in the NPA on Management Systems.

AMC Section 1

25. Subpart A of the AMC (AMC to Med.A.040) contains a questionnaire to be completed during the medical examination and assessment for LPL medical certificate. The questionnaire focuses on the medical history of the applicant and also serves as examination report. The questions have "yes" and "no" answers which are ticked in either shaded or clear boxes. If all answers are in clear boxes the applicant can be issued with a medical certificate by a GMP. Not all questions have to be answered: if the headline box for an organ system is ticked in a clear box the underlying boxes can be left blank.
26. Contrary to the implementing rules, the AMCs containing the specific provisions for class 1 and class 2 medical certificates are in 2 separate chapters: Chapter A for class 1 and chapter B for class 2. The reason for this difference is to facilitate the day to day activity of aeromedical experts and to increase clarity of the provisions as the evaluation of examination results differs considerably between class 1 and class 2.
27. Section 1, Chapters A and B of the AMC for class 1 and class 2 medical certificates are based on JAR-FCL 3 but have been reworded and adapted for clarity. This was mainly necessary because the expression "at the discretion of the AMS" had to be replaced by text that provides the flexibility needed for medical assessments but also avoids national variants. Otherwise the content of JAR-FCL 3 was kept as intended in the JAR system.

AMC Section 2

28. The provisions for a LPL medical certificate are in Section 2 of the AMC. They have been drafted by the MDM.032 Group with the following intent:
 - Safety provisions have the highest priority *but all measures must be proportionate and tailored to the risk involved*;
 - The new provisions should open general aviation to a wider group of applicants and ensure that those who already have a (national) PPL can continue to fly;

- Limitations, such as e.g. the new limitation for LPL “operations only without carriage of passengers” contribute to ensuring a sufficient level of safety;
- Some European national aviation authorities presently issue e.g. sailplane licences without a requirement for a medical certificate and the safety record does not point to an increased safety risk.

Appendix III – Cross-Reference Tables.

A) JAR-FCL 1&2#EASA Part-FCL

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
SECTION 1 - REQUIREMENTS		
SUBPART A	GENERAL REQUIREMENTS	
JAR-FCL 1.001 JAR-FCL 2.001	Definitions and Abbreviations	FCL.010
JAR-FCL 1.005 JAR-FCL 2.005	Applicability	N/A except from (b)(5), included in FCL.055 Transitional arrangements will be included in the Cover Regulation
JAR-FCL 1.010 JAR-FCL 2.010	Basic authority to act as a flight crew member	N/A, except from (a)(4), included in FCL.055 The rest is covered by the BR and Cover Regulation
JAR-FCL 1.015 JAR-FCL 2.015	Acceptance of licences, ratings, authorisations, approvals or certificates	N/A See Annex III
JAR-FCL 1.016 JAR-FCL 2.016	Credit given to a holder of a licence issued by a non-JAA State	N/A See Annex III
JAR-FCL 1.017 JAR-FCL 2.017	Authorisations/Ratings for special purposes	N/A
JAR-FCL 1.020 JAR-FCL 2.020	Credit for military service	N/A Requirements for credit will be included in the Cover Regulation
JAR-FCL 1.025 JAR-FCL 2.025	Validity of licences and ratings	(a) N/A. Covered by BR (b)(1) is in FCL.040 For the remaining paragraphs see Authority Requirements
JAR-FCL 1.026 JAR-FCL 2.026	Recent experience for pilots not operating in accordance with JAR-OPS 1	FCL.060

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 1.030 JAR-FCL 2.030	Arrangements for testing	N/A, except for (e) – FCL.030 See Authority Requirements
JAR-FCL 1.035 JAR-FCL 2.035	Medical fitness	N/A See Part-Medical
JAR-FCL 1.040 JAR-FCL 2.040	Decrease in medical fitness	N/A See Part-Medical
JAR-FCL 1.045 JAR-FCL 2.045	Special circumstances	N/A See article 14 BR
JAR-FCL 1.050 JAR-FCL 2.050	Crediting of flight time and theoretical knowledge	FCL.035
JAR-FCL 1.055 JAR-FCL 2.055	Training organisations and registered facilities	N/A See Part-MS
JAR-FCL 1.060 JAR-FCL 2.060	Curtailement of privileges of licence holders aged 60 years or more	FCL.065
JAR-FCL 1.065 JAR-FCL 2.065	State of licence issue	N/A See Authority Requirements
JAR-FCL 1.070 JAR-FCL 2.070	Normal residency	N/A
JAR-FCL 1.075 JAR-FCL 2.075	Format and specifications for flight crew licences	N/A See Authority Requirements
JAR-FCL 1.080 JAR-FCL 2.080	Recording of flight time	FCL.045, FCL.050
Appendix 1 to JAR-FCL 1.005 Appendix 1 to JAR-FCL 2.005	Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State ⁷⁷	N/A See Annex IV
Appendix 1 to JAR-FCL 1.010 Appendix 1 to JAR-FCL 2.010	Requirements for proficiency in languages used for radiotelephony communications	FCL.055
Appendix 2 to JAR-FCL 1.010 Appendix 2 to JAR-FCL 2.010	Language proficiency rating scale	AMC to FCL.055
Appendix 1 to JAR-FCL 1.015 Appendix 1 to JAR-FCL 2.015	Minimum requirements for the validation of pilot licences of non-JAA States	N/A See Annex III
Appendix 2 to JAR-FCL 1.015 Appendix 2 to JAR-FCL 2.015	Conversion of a PPL issued by a non-JAA Member State to a JAR-FCL PPL	N/A See Annex III

⁷⁷ Amended by Draft NPA-FCL 34.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 3 to JAR-FCL 1.015 Appendix 3 to JAR-FCL 2.015	Validation of pilot licenses of non-JAA States for specific tasks of finite duration	N/A See Annex III
Appendix 1 to JAR-FCL 1.050 Appendix 1 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a PPL- Bridge instruction and examination syllabus	Appendix 1 to Part-FCL
Appendix 2 to JAR-FCL 1.050 Appendix 2 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a CPL ⁷⁸ - Bridge instruction and examination syllabus	Appendix 1 to Part-FCL
Appendix 3 to JAR-FCL 1.050 Appendix 3 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a ATPL ⁷⁹ - Bridge instruction and examination syllabus	Appendix 1 to Part-FCL
Appendix 4 to JAR-FCL 1.050 Appendix 4 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a CPL, an IR or an ATPL ⁸⁰ - Bridge instruction and examination syllabus	Appendix 1 to Part-FCL
Appendix 1a to JAR-FCL 1.055 Appendix 1a to JAR-FCL 2.055	Flying Training Organisations for pilot licences and ratings	N/A See Authority Requirements
Appendix 1b to JAR-FCL 1.055 Appendix 1b to JAR-FCL 2.055	Partial Training outside JAA Member States	N/A See Authority Requirements
Appendix 1c to JAR-FCL 1.055 Appendix 1c to JAR-FCL 2.055	Additional Requirements for training in FTOs whose principal place of business and registered offices are located outside the JAA States	N/A See Authority Requirements
Appendix 2 to JAR-FCL 1.055 Appendix 2 to JAR-FCL 2.055	Type Rating Training Organisations for the issue of type ratings only to pilot licence holders	N/A See Authority Requirements
Appendix 3 to JAR-FCL 1.055 Appendix 3 to JAR-FCL 2.055	Approval of Modular Theoretical Knowledge Distance Learning Courses	N/A See Authority Requirements
Appendix 1 to JAR-FCL 1.060	National Variants on Curtailment of Privileges of licence holders aged 60 years or more	N/A
Appendix 1 to JAR-FCL 1.075 Appendix 1 to JAR-FCL 2.075	Specifications for flight crew licences	FCL.045 See also Authority Requirements
SUBPART B	STUDENT PILOT (AEROPLANE)	
JAR-FCL 1.085 JAR-FCL 2.085	Requirements	FCL.020

⁷⁸ Amended by Draft NPA-FCL 34.

⁷⁹ Amended by Draft NPA-FCL 34.

⁸⁰ Amended by Draft NPA-FCL 34.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 1.090 JAR-FCL 2.090	Minimum age	FCL.020
JAR-FCL 1.095 JAR-FCL 2.095	Medical fitness	N/A See Part-Medical
SUBPART C	PRIVATE PILOT LICENCE (AEROPLANE) – PPL(A)	
JAR-FCL 1.100 JAR-FCL 2.100	Minimum age	FCL.200
JAR-FCL 1.105 JAR-FCL 2.105	Medical fitness	N/A See Part-Medical
JAR-FCL 1.110 JAR-FCL 2.110	Privileges and conditions	FCL.205; FCL.205.A; FCL.205.H
JAR-FCL 1.115 JAR-FCL 2.115	Intentionally blank	N/A
JAR-FCL 1.120 JAR-FCL 2.120	Experience and crediting	FCL.210.A; FCL.210.H
JAR-FCL 1.125 JAR-FCL 2.125	Training course	FCL.210; FCL.210.A; FCL.210.H
JAR-FCL 1.130 JAR-FCL 2.130	Theoretical knowledge examination	FCL.215
JAR-FCL 1.135 JAR-FCL 2.135	Skill	FCL.235
Appendix 1 to JAR-FCL 1.125 Appendix 1 to JAR-FCL 2.125	PPL training course – Summary ⁸¹	AMC No 1 to FCL.210
Appendix 2 to JAR-FCL 1.125 Appendix 2 to JAR-FCL 2.125	Registration of facilities for PPL instruction only	N/A See Authority requirements
Appendix 3 to JAR-FCL 1.125 Appendix 3 to JAR-FCL 2.125	Contents of an application form for registration of a facility for PPL instruction	N/A See Authority requirements
Appendix 1 to JAR-FCL 1.130 & 1.135 Appendix 1 to JAR-FCL 2.130 & 2.135	Theoretical knowledge examination and skill test for the PPL(A)	AMC No 1 to FCL.210; AMC No 1 to FCL.220
Appendix 2 to JAR-FCL 1.135 Appendix 2 to JAR-FCL 2.135	Contents of the skill test for the issue of a PPL(A)	AMC No 1 to FCL.220
Appendix 4 to JAR-FCL 2.125	PPL(H) Night qualification course	FCL.810; AMC to FCL.810

⁸¹ Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
SUBPART D	COMMERCIAL PILOT LICENCE (AEROPLANE) – CPL(A)	
JAR-FCL 1.140 JAR-FCL 2.140	Minimum age	FCL. 300
JAR-FCL 1.145 JAR-FCL 2.145	Medical fitness	N/A See Part-Medical
JAR-FCL 1.150 JAR-FCL 2.150	Privileges and conditions	FCL.305
JAR-FCL 1.155 JAR-FCL 2.155	Experience and crediting	FCL.315 and Appendix 3 to Part-FCL
JAR-FCL 1.160 JAR-FCL 2.160	Theoretical knowledge	FCL.310 and Appendix 2 to Part-FCL
JAR-FCL 1.165 JAR-FCL 2.165	Flight instruction	FCL.315 and Appendix 3 to Part-FCL
JAR-FCL 1.170 JAR-FCL 2.170	Skill	FCL.320 and Appendix 4 to Part-FCL
Appendix 1 to JAR-FCL 1.160 &1.165(a)(1)	ATP(A) integrated course ⁸²	Appendix 3 to Part-FCL
Appendix 1 to JAR-FCL 2.160 &2.165(a)(1)	ATP(H)/IR integrated course ⁸³	Appendix 3 to Part-FCL
Appendix 1 to JAR-FCL 2.160 &2.165(a)(2)	ATP(H) integrated course (No Instrument Rating) ⁸⁴	Appendix 3 to Part-FCL
Appendix 1 to JAR-FCL 1.160 &1.165(a)(2) Appendix 1 to JAR-FCL 2.160 &2.165(a)(3)	CPL/IR integrated course ⁸⁵	Appendix 3 to Part-FCL
Appendix 1 to JAR-FCL 1.160 &1.165(a)(3) Appendix 1 to JAR-FCL 2.160 &2.165(a)(4)	CPL integrated course ⁸⁶	Appendix 3 to Part-FCL

⁸² Amended by Draft NPA-FCL 34

⁸³ Amended by Draft NPA-FCL 34

⁸⁴ Amended by Draft NPA-FCL 34

⁸⁵ Amended by Draft NPA-FCL 34

⁸⁶ Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 1 to JAR-FCL 1.160 &1.165(a)(4) Appendix 1 to JAR-FCL 2.160 &2.165(a)(5)	CPL modular course ⁸⁷	Appendix 3 to Part-FCL
Appendix 1 to JAR-FCL 1.170 Appendix 1 to JAR-FCL 2.170	Skill test for the issue of a CPL	Appendix 4 to Part-FCL
Appendix 2 to JAR-FCL 1.170 Appendix 2 to JAR-FCL 2.170	Contents of the skill test for the issue of a CPL	Appendix 4 to Part-FCL
SUBPART E	INSTRUMENT RATING (AEROPLANE) – IR(A)	
JAR-FCL 1.174 JAR-FCL 2.174	Medical Fitness	N/A See Part-Medical
JAR-FCL 1.175 JAR-FCL 2.175	Circumstances in which an IR is required	(a) - FCL.600 (b) - N/A ⁸⁸
JAR-FCL 1.180 JAR-FCL 2.180	Privileges and conditions	FCL.605
JAR-FCL 1.185 JAR-FCL 2.185	Validity, revalidation and renewal	FCL.625; FCL.625.A; FCL.625.H
JAR-FCL 1.190 JAR-FCL 2.190	Experience	FCL.610
JAR-FCL 1.195	Theoretical knowledge	FCL.615
JAR-FCL 1.200 JAR-FCL 2.200	Use of English language	FCL.055;
JAR-FCL 1.205 JAR-FCL 2.205	Flight instruction	FCL.615
JAR-FCL 1.210 JAR-FCL 2.210	Skill	FCL.620
Appendix 1 to JAR-FCL 1.200 Appendix 1 to JAR-FCL 2.200	IR – Use of English language	FCL.055; AMC No 2 to FCL.055
Appendix 1 to JAR-FCL 1.205 Appendix 1 to JAR-FCL 2.205	IR – Modular flying training course ⁸⁹	Appendix 6 to Part-FCL
Appendix 1 to JAR-FCL 1.210 Appendix 1 to JAR-FCL 2.210	IR – Skill test and proficiency check	Appendix 7 to Part-FCL

⁸⁷ Amended by Draft NPA-FCL 34

⁸⁸ Issue of IMC privileges to be discussed under RM task FCL.008.

⁸⁹ Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 2 to JAR-FCL 1.210 Appendix 2 to JAR-FCL 2.210	Contents of the skill test/proficiency check for the issue of an IR(A)	Appendix 7 to Part-FCL
SUBPART F	CLASS AND TYPE RATING (AEROPLANE)	
JAR-FCL 1.215	Class ratings (A)	N/A ⁹⁰
JAR-FCL 1.220 JAR-FCL 2.220	Type ratings	N/A ⁹¹
JAR-FCL 1.221	High performance single-pilot aeroplanes	N/A ⁹²
JAR-FCL 1.225 JAR-FCL 2.225	Circumstances in which type or class ratings are required	FCL.700
JAR-FCL 1.230 JAR-FCL 2.230	Special authorisation of type (or class) ratings	FCL.700
JAR-FCL 1.235 JAR-FCL 2.235	Type (and class) ratings – Privileges, number and variants	FCL.705; FCL.710
JAR-FCL 1.240 JAR-FCL 2.240	Type (and class) ratings – Requirements	N/A except for (a)(4) and (b) - FCL.725
JAR-FCL 1.245 JAR-FCL 2.245	Type (and class) ratings – Validity, revalidation and renewal	FCL.740; FCL.740.A; FCL.740.H
JAR-FCL 1.246 JAR-FCL 2.246	Instrument Rating, revalidation and renewal	FCL.625; FCL.625.A; FCL.625.H
JAR-FCL 1.250 JAR-FCL 2.250	Type rating, multi-pilot – Conditions	FCL.720.A; FCL.720.H
JAR-FCL 1.251	Type, class ratings for single-pilot high performance aeroplanes– Conditions	FCL.720.A
JAR-FCL 1.255 JAR-FCL 2.255	Type rating, single-pilot – Conditions	FCL.720.A; FCL.720.H
JAR-FCL 1.260	Class rating – Conditions	FCL.720.A
JAR-FCL 1.261 JAR-FCL 2.261	Type and class ratings – Knowledge and flight instruction ⁹³	FCL.725; FCL.725.A; FCL.735.A; FCL.735.H
JAR-FCL 1.262 JAR-FCL 2.262	Type and class ratings – Skill ⁹⁴	N/A

⁹⁰ Will be inserted in the Agency's procedures for the OSC.

⁹¹ Will be inserted in the Agency's procedures for the OSC.

⁹² Will be inserted in the Agency's procedures for the OSC.

⁹³ Amended by Draft NPA-FCL 36.

⁹⁴ Amended by Draft NPA-FCL 36.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 1 to JAR-FCL 1.215	List of Class of aeroplane	N/A
Appendix 1 to JAR-FCL 1.220	List of Type of aeroplane	N/A
Appendix 1 to JAR-FCL 1.240 & 1.295 Appendix 1 to JAR-FCL 2.240 & 2.295	Skill test and proficiency check for type/class ratings and ATPL	Appendix 9 to Part-FCL
Appendix 2 to JAR-FCL 1.240 & 1.295 Appendix 2 to JAR-FCL 2.240 & 2.295	Contents of the ATPL/type rating/training/skill test and proficiency check on multi-pilot aircraft	Appendix 9 to Part-FCL
Appendix 3 to JAR-FCL 1.240 Appendix 3 to JAR-FCL 2.240	Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot aircraft ⁹⁵	Appendix 9 to Part-FCL
Appendix 4 to JAR-FCL 2.240	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60m (200ft) (CAT II/III)	N/A ⁹⁶
Appendix 1 to JAR-FCL 2.245(b)(3)	Cross-crediting of proficiency checks for revalidation of type ratings	Appendix 11 to Part-FCL
Appendix 1 to JAR-FCL 1.246	Cross-crediting of the IR part of a type or class rating proficiency check ⁹⁷	Appendix 8 to Part-FCL
Appendix 1 to JAR-FCL 1.251	Course of additional theoretical knowledge for a class or type rating for high performance single-pilot aeroplane	Appendix 10 to Part-FCL
Appendix 1 to JAR-FCL 2.255	Contents of the approved pre-entry course for the purpose of a first type rating for a multi-engine helicopter	FCL.720.H
Appendix 1 to JAR-FCL 1.261(a) Appendix 1 to JAR-FCL 2.261(a)	Theoretical knowledge instruction requirements for skill test/proficiency checking for class/type ratings	See AMC to FCL.725(a)
Appendix 1 to JAR-FCL 2.261(b)	Flight instruction and skill test	Transferred to AMC
Appendix 1 to JAR-FCL 1.261(c)(2)	Approval of Aeroplane Zero Flight Time Type Rating Training Courses	FCL.730.A
Appendix 1 to JAR-FCL 1.261(d) Appendix 1 to JAR-FCL 2.261(d)	Multi-crew co-operation course ⁹⁸	FCL.735.A; FCL.735.H
SUBPART G	AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE) – ATPL(A)	
JAR-FCL 1.265 JAR-FCL 2.265	Minimum age	FCL.500
JAR-FCL 1.270 JAR-FCL 2.270	Medical fitness	N/A See Part-Medical

⁹⁵ Amended by Draft NPA-FCL 34.

⁹⁶ Due to the change in the IR(H), making it not type specific.

⁹⁷ Amended by Draft NPA-FCL 34.

⁹⁸ Amended by Draft NPA-FCL 36.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 1.275 JAR-FCL 2.275	Privileges and conditions	FCL.505; FCL.505.A
JAR-FCL 1.280 JAR-FCL 2.280	Experience and crediting	FCL.510.A; FCL510.H
JAR-FCL 1.285 JAR-FCL 2.285	Theoretical knowledge ⁹⁹	FCL.515; Appendix 2 to Part-FCL
JAR-FCL 1.290 JAR-FCL 2.290	Flight instruction	FCL.510.A; FCL510.H
JAR-FCL 1.295 JAR-FCL 2.295	Skill	FCL.520.A; FCL.520.H
Appendix 1 to JAR-FCL 1.285 Appendix 1 to JAR-FCL 2.285	ATPL – Modular theoretical knowledge course ¹⁰⁰	FCL.515.A; FCL.515.H
SUBPART H	INSTRUCTOR RATINGS (AEROPLANE)	
JAR-FCL 1.300 JAR-FCL 2.305	Instruction – General ¹⁰¹	FCL.900
JAR-FCL 1.305 JAR-FCL 2.300	Instructor ratings and authorisation – Purposes	AMC to FCL.900
JAR-FCL 1.310 JAR-FCL 2.310	Instructor ratings and authorisations – General ¹⁰²	FCL.915; FCL.920
JAR-FCL 1.315 JAR-FCL 2.315	Instructor ratings and authorisations – Period of validity	FCL.940
JAR-FCL 1.320	Flight Instructor rating (aeroplane) (FI(A)) – Minimum age	
JAR-FCL 1.325 JAR-FCL 2.320B	FI – Restricted privileges	FCL.910.FI
JAR-FCL 1.330 JAR-FCL 2.320C	FI – Privileges and requirements	FCL.905.FI
JAR-FCL 1.335 JAR-FCL 2.320.A	FI – Pre-requisite requirements	FCL.915.FI
JAR-FCL 1.340 JAR-FCL 2.320D	FI- Course ¹⁰³	FCL.930.FI

⁹⁹ Amended by Draft NPA-FCL 34

¹⁰⁰ Amended by Draft NPA-FCL 34

¹⁰¹ Amended by Draft NPA-FCL 36.

¹⁰² Amended by Draft NPA-FCL 36.

¹⁰³ Amended by Draft NPA-FCL 36.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 1.345 JAR-FCL 2.320E	FI – Skill	FCL.935.FI
JAR-FCL 1.350 JAR-FCL 2.320F	FI – Rating issue	N/A
JAR-FCL 1.355 JAR-FCL 2.320G	FI – Revalidation and renewal	FCL.940.FI
JAR-FCL 1.360 JAR-FCL 2.330A	Type rating instructor rating – Privileges ¹⁰⁴	FCL.905.TRI
JAR-FCL 1.365	TRI(MPA) – Requirements ¹⁰⁵	FCL.910.TRI; FCL.915.TRI; FCL.930.TRI; FCL.935.TRI
JAR-FCL 2.330B	TRI(H) - Pre-requisites & Requirements	FCL.915.TRI; FCL.930.TRI
JAR-FCL 2.330C	TRI(H) – Course	FCL.930.TRI
JAR-FCL 2.330D	TRI(H) – Assessment of competence	FCL.935.TRI
JAR-FCL 2.330E	TRI(H) – Rating issue	FCL.910.TRI; FCL.915.TRI
JAR-FCL 1.370 JAR-FCL 2.330F	TRI – Revalidation and renewal	FCL.940.TRI
JAR-FCL 1.375	Class rating instructor rating (single-pilot aeroplane) (CRI(SPA)) – Privileges	FCL.905.CRI
JAR-FCL 1.380	CRI(SPA) – Requirements ¹⁰⁶	FCL.915.CRI; FCL.930.CRI, FCL.935.CRI
JAR-FCL 1.385	CRI(SPA) – Revalidation and renewal	FCL.940.CRI
JAR-FCL 1.390 JAR-FCL 2.340A	Instrument rating instructor rating – Privileges	FCL.905.IRI
JAR-FCL 1.395	IRI(A) – Requirements ¹⁰⁷	FCL.915.IRI; FCL.930.IRI; FCL.935.IRI
JAR-FCL 2.340B	IRI(H) – Pre-requisites and Requirements	FCL.915.IRI
JAR-FCL 2.340C	IRI(H) - Course	FCL.930.IRI
JAR-FCL 2.340D	IRI(H) – Skill test	FCL.935.IRI
JAR-FCL 2.340E	IRI(H) – Rating issue	N/A
JAR-FCL 1.400 JAR-FCL 2.340F	IRI – Revalidation and renewal	FCL.940.IRI

¹⁰⁴ Amended by Draft NPA-FCL 36.

¹⁰⁵ Amended by Draft NPA-FCL 36.

¹⁰⁶ Amended by Draft NPA-FCL 36.

¹⁰⁷ Amended by Draft NPA-FCL 36.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 1.405 JAR-FCL 2.350A	Synthetic flight instructor authorisation – Privileges	FCL.905.SFI
JAR-FCL 1.410	SFI(A) – Requirements ¹⁰⁸	FCL.915.SFI; FCL.930.SFI; FCL.935.SFI
JAR-FCL 2.350B	SFI(H) – Pre-requisites and Requirements	FCL.915.SFI
JAR-FCL 2.350C	SFI(H) – Course	FCL.930.SFI
JAR-FCL 2.350D	SFI(H) – Assessment of competence	FCL.935.SFI
JAR-FCL 2.350E	SFI(H) – Authorisation issue	N/A
JAR-FCL 1.415 JAR-FCL 2.350F	SFI – Revalidation and renewal	FCL.940.SFI
JAR-FCL 1.416	Multi Crew Co-operation Course Instructor authorisation (aeroplane) MCCI(A) – Privileges	FCL.905.MCCI
JAR-FCL 1.417	MCCI(A) – Requirements ¹⁰⁹	FCL.915.MCCI; FCL.930.MCCI
JAR-FCL 1.418	MCCI(A) – Revalidation and renewal ¹¹⁰	FCL.940.MCCI
JAR-FCL 1.419	Synthetic training instructor authorisation (aeroplane) STI(A) – Privileges, requirements, revalidation and renewal	FCL.905.STI; FCL.915.STI; FCL.930.STI; FCL.935.STI; FCL.940.STI
JAR-FCL 2.360A	STI(H) – Privileges	FCL.905.STI
JAR-FCL 2.360B	STI(H) – Requirements	FCL.915.STI
JAR-FCL 2.360C	STI(H) – Course	FCL.930.STI
JAR-FCL 2.360D	STI(H) – Assessment of competence	FCL.935.STI
JAR-FCL 2.360E	STI(H) – Authorisation issue	N/A
JAR-FCL 2.360F	STI(H) – Revalidation and Renewal	FCL.940.STI
Appendix 1 to JAR-FCL 1.300 Appendix 1 to JAR-FCL 2.305	Requirements for a specific authorisation for instructors not holding a JAR-FCL licence to instruct in a FTO or TRTO outside JAA Member States	N/A See article 7 of BR
Appendix 1 to JAR-FCL 1.310(d)	Instructor competencies ¹¹¹	FCL.920; AMC to FCL.290
Appendix 2 to JAR-FCL 1.310(d)	MPL(A) Instructor Training course ¹¹²	FCL.925; AMC No 1 to FCL.925

¹⁰⁸ Amended by Draft NPA-FCL 36.

¹⁰⁹ Amended by Draft NPA-FCL 36.

¹¹⁰ Amended by Draft NPA-FCL 36.

¹¹¹ Amended by Draft NPA-FCL 36.

¹¹² Amended by Draft NPA-FCL 36.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 1 to JAR-FCL 1.330 & 1.345 Appendix 1 to JAR-FCL 2.320 E & 2.345	Arrangements for the flight instructor rating (FI(A)) skill test, proficiency check and oral theoretical knowledge examination ¹¹³	Appendix 12 to Part-FCL
Appendix 2 to JAR-FCL 1.330 & 1.345 Appendix 2 to JAR-FCL 2.320 E & 2.345	Contents of the flight instructor rating (FI(A)) skill test, oral theoretical knowledge examination and proficiency check	Appendix 12 to Part-FCL
Appendix 1 to JAR-FCL 1.340 Appendix 1 to JAR-FCL 2.320D	Flight instructor rating course ¹¹⁴	AMC No 1 to FCL.930.FI
Appendix 1 to JAR-FCL 1.365 Appendix 1 to JAR-FCL 2.330C	Course for the type rating instructor rating ¹¹⁵	AMC No 1 to FCL.930.TRI
Appendix 1 to JAR-FCL 1.380	Course for the single-pilot multi-engine class rating instructor rating (Aeroplane) (CRI(SPA)) ¹¹⁶	AMC to FCL.930.CRI
Appendix 2 to JAR-FCL 1.380	Course for the single-pilot single engine class rating instructor rating (Aeroplane) (CRI(SPA))	AMC to FCL.930.CRI
Appendix 1 to JAR-FCL 1.395 Appendix 1 to JAR-FCL 2.340C	Course for the instrument rating instructor rating ¹¹⁷	AMC to FCL.930.IRI
SUBPART I	EXAMINERS (AEROPLANE)	
JAR-FCL 1.420 JAR-FCL 2.420	Examiners – Purposes	N/A
JAR-FCL 1.425 JAR-FCL 2.425	Examiners – General	FCL.1000
JAR-FCL 1.430	Examiners – Period of validity	FCL.1025
JAR-FCL 1.435 JAR-FCL 2.435	Flight examiner – Privileges/Requirements	FCL.1005.FE; FCL.1010.FE
JAR-FCL 1.440	Type rating examiner (aeroplane) (TRE(A)) – Privileges/Requirements	FCL.1005.TRE; FCL.1010.TRE
JAR-FCL 2.439	TRE(H) – Pre-requisites	FCL.1010.TRE
JAR-FCL 2.440	TRE(H) - Privileges	FCL.1005.TRE

¹¹³ Amended by Draft NPA-FCL 36.

¹¹⁴ Amended by Draft NPA-FCL 36.

¹¹⁵ Amended by Draft NPA-FCL 36.

¹¹⁶ Amended by Draft NPA-FCL 36.

¹¹⁷ Amended by Draft NPA-FCL 36.

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 2.442	TRE(H) - authorisation	N/A
JAR-FCL 1.445	Class rating examiner (aeroplane) (CRE(A)) – Privileges/Requirements	FCL.1005.CRE; FCL.1010.CRE
JAR-FCL 1.450	Instrument rating examiner (aeroplane) (IRE(A)) – Privileges/Requirements	FCL.1005.IRE; FCL.1010.IRE
JAR-FCL 2.445	IRE(H) – Pre-requisites	FCL.1010.IRE
JAR-FCL 2.450	IRE(H) - Privileges	FCL.1005.IRE
JAR-FCL 2.452	IRE(H) - authorisation	N/A
JAR-FCL 1.455	Synthetic flight examiner (aeroplane) (SFE(A)) – Privileges/Requirements	FCL.1005.SFE; FCL.1010.SFE
JAR-FCL 2.445	SFE(H) – Pre-requisites	FCL.1010.SFE
JAR-FCL 2.455	SFE(H) - Privileges	FCL.1005.SFE
JAR-FCL 2.457	SFE(H) - authorisation	N/A
JAR-FCL 1.460	Flight instructor examiner (aeroplane) (FIE(A)) – Privileges/Requirements	FCL.1005.FIE; FCL.1010.FIE
JAR-FCL 2.459	IRE(H) – Pre-requisites	FCL.1010.IRE
JAR-FCL 2.460	IRE(H) - Privileges	FCL.1005.IRE
JAR-FCL 2.461	IRE(H) - authorisation	N/A
Appendix 1 to JAR-FCL 1.425 Appendix 1 to JAR-FCL 2.425	Standardisation arrangements for examiners	FCL.1015
SUBPART J	THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT LICENCES AND INSTRUMENT RATINGS	
JAR-FCL 1.465	Requirements	Transferred to requirements on the licences
JAR-FCL 1.470	Contents of theoretical knowledge examinations ¹¹⁸	Transferred to requirements on the licences
JAR-FCL 1.475	Questions ¹¹⁹	Transferred to Authority requirements
JAR-FCL 1.480	Examination procedure	Transferred to Authority requirements

¹¹⁸ Amended by Draft NPA-FCL 34

¹¹⁹ Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 1.485	Responsibilities of the applicant	FCL.025
JAR-FCL 1.490	Pass standards	FCL.025
JAR-FCL 1.495	Acceptance period	FCL.025
Appendix 1 to JAR-FCL 1.470	Theoretical knowledge examination subjects / sections and length of examinations – ATPL, CPL and IR ¹²⁰	Appendix 2 to Part-FCL
SUBPART K	MULTI-CREW PILOT LICENCE (AEROPLANE) – MPL(A)	
JAR-FCL 1.500	Minimum age	FCL.400.A
JAR-FCL 1.505	Medical fitness	N/A See Part-Medical
JAR-FCL 1.510	Privileges and conditions	FCL.405.A;
JAR-FCL 1.515	Experience and crediting	Appendix 5 to Part-FCL
JAR-FCL 1.520	Theoretical knowledge	FCL.410.A; Appendix 5 to Part-FCL
JAR-FCL 1.525	Flight instruction	FCL.410.A; Appendix 5 to Part-FCL
JAR-FCL 1.530	Skill	FCL.415.A
JAR-FCL 1.535	Implementation	N/A
Appendix 1 to Jar-FCL 1.520 & 1.525	MPL(A) – Integrated multi-crew pilot licence training course ¹²¹	Appendix 5 to Part-FCL
Appendix 1 to JAR-FCL 1.535	Exchange of information	N/A
Appendix 2 to JAR-FCL 1.535	Composition and terms of reference – the MPL Advisory Board	N/A
SECTION 2		
AMC/IEM A – GENERAL REQUIREMENTS		
IEM FCL 1.001 IEM FCL 2.001	Abbreviations	GM to FCL.010
AMC FCL 1.005 & 1.015 AMC FCL 2.005 & 2.015	Knowledge requirements for the issue of a JAR-FCL licence on the basis of a national licence issued by a JAA Member State or for the validation of pilot licences of non-JAA States	N/A See Annex III
IEM FCL 1.010 IEM FCL 2.010	Language proficiency assessment guide	AMC No 1 to FCL.055
IEM FCL 2.025	Validity of medical certificates	N/A See Part-Medical

¹²⁰ Amended by Draft NPA-FCL 34

¹²¹ Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
AMC No 1 to JAR-FCL 1.010 AMC No 1 to JAR-FCL 2.010	Language proficiency rating scale	AMC No 1 to FCL.055
AMC No 2 to JAR-FCL 1.010 AMC No 2 to JAR-FCL 2.010	Language proficiency assessment	AMC No 1 to FCL.055
IEM FCL 1.035 IEM FCL 2.035	Carriage of safety pilots	Transferred to Part-Medical
AMC FCL 1.055 AMC FCL 2.055	Quality System for FTOs/TRTOs	Transferred to Part-MS and Part-AR
AMC FCL 1.055(a) AMC FCL 1.055(a)	Approval of Modular Theoretical Knowledge Distance Learning Courses	Transferred to Part-MS and Part-AR
IEM No. 1 to JAR-FCL 1.055 IEM No. 1 to JAR-FCL 2.055	Quality system for FTOs/TRTOs	Transferred to Part-MS and Part-AR
IEM No. 2 to JAR-FCL 1.055 IEM No. 2 to JAR-FCL 1.055	Financial Evaluation of Flying Training Organisations (FTOs) /Type Rating Training to Organisations (TRTOs)	Transferred to Part-MS and Part-AR
IEM No. 3 to JAR-FCL 1.055 IEM No. 3 to JAR-FCL 2.055	Training and Operations Manual for FTOs and TRTOs (if applicable)	Transferred to Part-MS and Part-AR
IEM FCL 1.080 IEM FCL 2.080	Recording of flight time	AMC to FCL.050
AMC/IEM C – PRIVATE PILOT LICENCE		
AMC FCL 1.125 AMC FCL 2.125	Syllabus of theoretical knowledge and flight instruction for the private pilot licence – PPL ¹²²	AMC to FCL.210.A; AMC to FCL.210.H
IEM FCL 1.135 IEM FCL 2.135	PPL skill test form	AMC to FCL.215 and FCL.220
AMC/IEM D – COMMERCIAL PILOT LICENCE		
AMC FCL 1.160 & 1.165(a)(1) AMC FCL 2.160 & 2.165(a)(1)	ATPL integrated course	AMC to Appendix 3
AMC FCL 1.160 & 1.165(a)(2)	CPL(A)/IR integrated course	AMC to Appendix 3
AMC FCL 2.160 & 2.165(a)(2)	ATPL(H) integrated course (No instrument rating)	
AMC FCL 1.160 & 1.165(a)(3) AMC FCL 2.160 & 2.165(a)(3)	CPL integrated course	AMC to Appendix 3
AMC FCL 1.160 & 1.165(a)(4) AMC FCL 2.160 & 2.165(a)(5)	CPL modular course	AMC to Appendix 3
AMC FCL 2.160 & 2.165(a)(4)	CPL(H) integrated course	AMC to Appendix 3
IEM FCL 1.170	CPL skill test form	AMC to Appendix 3

¹²² Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
IEM FCL 2.170		
AMC/IEM E – INSTRUMENT RATING		
AMC FCL 1.205	IR(A) – Modular flying training course	AMC to Appendix 6
Appendix 1 to AMC FCL 1.205	Certificate of completion of Basic Instrument flight module	AMC to Appendix 6
IEM FCL 1.210 IEM FCL 2.210	IR skill test and proficiency check form	AMC to Appendix 7
AMC/IEM F – CLASS AND TYPE RATING		
AMC FCL 1.215	List of Class of aeroplane	N/A Transferred to RM task 21.039
AMC FCL 1.220	List of Type of aeroplane	N/A Transferred to RM task 21.039
IEM FCL 1.240(b)(1) IEM FCL 2.240(b)(1)	ATPL/type rating/training/skill test and proficiency check form on multi-engine multi-pilot aeroplanes	AMC to Appendix 9
IEM FCL 1.240(b)(2) IEM FCL 2.240(b)(2)	Class/type rating/training/skill test and proficiency check form on single-engine and multi-engine single-pilot aeroplanes	AMC to Appendix 9
AMC FCL 1.251	Additional theoretical knowledge for a class or type rating for high performance single-pilot aeroplanes	AMC to FCL.720.A(b)(2)(i)
AMC FCL 1.261(a) AMC FCL 2.261(a)	Syllabus of theoretical knowledge instruction for class/type ratings for single-engine and multi-engine aeroplanes	AMC No 1 to FCL.725(a) AMC No 2 to FCL.725(a)
AMC FCL 1.261(c)(2) AMC FCL 2.261(c)(2)	Guidelines for Approval of an Aeroplane Type Rating Course	Transferred to Part-MS and Part Authority requirements
AMC FCL 1.261(d) AMC FCL 2.261(d)	Multi-crew co-operation course	AMC to FCL.735.A AMC to FCL.735.H
Appendix 1 to AMC FCL 1.261(d) Appendix 1 to AMC FCL 1.261(d)	Multi-crew co-operation course – Certificate of completion of MCC training	AMC to FCL.735.A AMC to FCL.735.H
AMC/IEM H – INSTRUCTOR RATINGS		
AMC to JAR-FCL 1.310(d)	Instructor competencies and assessment) ¹²³	AMC to FCL.920; AMC No 1 to FCL.925
IEM to JAR-FCL 1.310(d)	MPL(A) Instructors) ¹²⁴	GM to FCL.925

¹²³ Amended by Draft NPA-FCL 36

¹²⁴ Amended by Draft NPA-FCL 36

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
IEM FCL 1.330 IEM FCL 2.320E	Flight instructor rating (FI) skill test and proficiency check form) ¹²⁵	AMC No 1 to Appendix 12
AMC FCL 1.340 AMC FCL 2.320D	Flight instructor rating (FI) course) ¹²⁶	AMC to FCL.930.FI
AMC FCL 1.355(a)(2)	Flight instructor (FI)/Instrument Rating Instructor (IRI) refresher seminar	AMC to FCL.940.FI(a)(2)
IEM FCL 1.355 IEM FCL 2.320G	Flight instructor rating (FI) – Revalidation and renewal form	GM to FCL.940.FI(a)(2) and to FCL.940.FI
AMC FCL 1.365	Course for the type rating instructor rating for multi-pilot (aeroplane) (TRI(MPA)) ¹²⁷	AMC no 1 to FCL.930.TRI
AMC FCL 1.380	Course for the single-pilot multi-engine class rating instructor rating (aeroplane) (CRI(SPA)) ¹²⁸	AMC to FCL.930.CRI
AMC FCL 1.395 AMC FCL 2.340C	Course for the instrument rating instructor rating (aeroplane (IRI)) ¹²⁹	AMC to FCL.930.IRI
AMC FCL 1.417	Course for the multi Crew co-operation Course Instructor (MCCI(A)) authorisation ¹³⁰	AMC to FCL.930.MCCI
	AMC/IEM I – EXAMINERS	
AMC FCL 1.425 AMC FCL 2.425	Standardisation arrangements for examiners ¹³¹	GM to FCL.1000; AMC No 1 to FCL.1015; AMC No 2 to FCL.1015
IEM FCL 1.425 IEM FCL 2.425	Notes for guidance and training of type rating examiners (TREs)	AMC to FCL.1020
	AMC/IEM J – THEORETICAL KNOWLEDGE REQUIREMENTS	
AMC FCL 1.470(a), (b) and (c) AMC FCL 2.470(a),(b) and (c)	Theoretical knowledge examination subjects/sections and length of examinations – ATPL(A), CPL(A) and IR(A) ¹³²	Transferred to Part Authority Requirements

¹²⁵ Amended by Draft NPA-FCL 36

¹²⁶ Amended by Draft NPA-FCL 34 and Draft NPA-FCL 36

¹²⁷ Amended by Draft NPA-FCL 34 and Draft NPA-FCL 36

¹²⁸ Amended by Draft NPA-FCL 36

¹²⁹ Amended by Draft NPA-FCL 36

¹³⁰ Amended by Draft NPA-FCL 36

¹³¹ Amended by Draft NPA-FCL 36

¹³² Amended by Draft NPA-FCL 34

CROSS-REFERENCE TABLE JAR-FCL 1 AND 2 TO EASA PART-FCL		
<i>JAA reference</i>	<i>Subject</i>	<i>EASA reference</i>
IEM FCL 1.475(a) IEM FCL 1.475(a)	Construction of computer compatible questions ¹³³	Transferred to Part Authority Requirements
IEM FCL 1.475(b)	Common abbreviations to be used for the European CQB	Transferred to Part Authority Requirements
IEM FCL 1.480 IEM FCL 2.480	Distribution of examination questions ¹³⁴	Transferred to Part Authority Requirements
IEM FCL 1.490 IEM FCL 2.490	Terminology used in Subpart J for procedures for the conduct of theoretical knowledge examinations	Transferred to Part Authority Requirements
AMC/IEM K – MULTI-CREW PILOT LICENCE		
AMC FCL 1.520&1.525	MPL(A) – Training Scheme	GM to Appendix 5
IEM FCL No 1 and 2 to Appendix 1 to JAR-FCL 1.520 & 1.525	MPL(A) – Competency units, competency elements and performance criteria	GM to Appendix 5
IEM FCL No 2 and 2 to Appendix 1 to JAR-FCL 1.520 & 1.525	MPL(A) – description of the principles of threat and error management	GM to Appendix 5

¹³³ Amended by Draft NPA-FCL 34

¹³⁴ Amended by Draft NPA-FCL 34

B) EASA FCL#JAR-FCL 1 & 2

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
SUBPART A	GENERAL REQUIREMENTS	
FCL.001	Competent authority	N/A
FCL.005	Scope	N/A
FCL.010	Definitions	JAR-FCL 1.001 JAR-FCL 2.001
FCL.015	Application and issue of licences, ratings and authorisations	N/A
FCL.020	Student pilot	JAR-FCL 1.085, 1.090 JAR-FCL 2.085, 2.090
FCL.025	Theoretical knowledge examinations for the issue of licences	JAR-FCL 1.485, 1.490, 1.495 JAR-FCL 2.485, 2.490, 2.495
FCL.030	Practical skill test	JAR-FCL 1.030 JAR-FCL 2.030(e)
FCL.035	Crediting of flight time and theoretical knowledge	JAR-FCL 1.050 JAR-FCL 2.050
FCL.040	Exercise of the privileges of licences	JAR-FCL 1.02 JAR-FCL 2.025
FCL.045	Obligation to carry and present documents	Appendix 1 to JAR-FCL 1.075 JAR-FCL 1.080(d) Appendix 1 to JAR-FCL 2.075 JAR-FCL 2.080(d)
FCL.050	Recording of flight time	JAR-FCL 1.080 JAR-FCL 2.080
FCL.055	Language proficiency	JAR-FCL 1.005(b)(5) 1.010(a)(4), 1.200, Appendix 1 to JAR-FCL 1.010 JAR-FCL 2.005(b)(5) 2.010(a)(4), 2.200, Appendix 1 to JAR-FCL 2.010

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.060	Recent experience for pilots	JAR-FCL 1.026 JAR-FCL 2.026
FCL.065	Curtailement of privileges of licence holders aged 60 years or more	JAR-FCL 1.060 JAR-FCL 2.060
FCL.070	Revocation, suspension and limitation of licences, ratings and authorisations	N/A
SUBPART B	LEISURE PILOT LICENCE - LPL	
Section 1	Common requirements	
FCL.100	LPL - Minimum age	N/A
FCL.105	LPL - Privileges and conditions	N/A
FCL.110	LPL - Crediting for the same aircraft category	N/A
FCL.115	LPL - Training course	N/A
FCL.120	LPL - Theoretical knowledge examination and credits	N/A
FCL.125	LPL - Skill Test	N/A
Section 2	Specific requirements for the Basic LPL - aeroplane and helicopter categories	
FCL.105.BA/H	Basic LPL - Privileges	N/A
FCL.110.BA/H	Basic LPL - Experience requirements and crediting	N/A
FCL.140.BA/H	Basic LPL - Currency requirements	N/A
Section 3	Specific requirements for the LPL for aeroplanes - LPL(A)	
FCL.105.A	LPL(A) - Privileges	N/A
FCL.110.A	LPL(A) - Experience requirements and crediting	N/A
FCL.135.A	LPL(A) - Extension of privileges to another class of aeroplane	N/A
FCL.140.A	LPL(A) - Currency requirements	N/A
Section 4	Specific requirements for the LPL for helicopters - LPL(H)	
FCL.105.H	LPL(H) - Privileges	N/A
FCL.110.H	LPL(H) - Experience requirements and crediting	N/A
FCL.135.H	LPL(H) - Extension of privileges to another type of helicopter	N/A
FCL.140.H	LPL(H) - Currency requirements	N/A
Section 5	Specific requirements for the LPL for sailplanes - LPL(S)	
FCL.105.S	LPL(S) - Privileges and conditions	N/A
FCL.110.S	LPL(S) - Experience requirements and crediting	N/A
FCL.130.S	LPL(S) - Launch methods	N/A
FCL.135.S	LPL(S) - Extension of privileges to touring motor gliders	N/A

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.140.S	LPL(S) - Currency requirements	N/A
Section 6	Specific requirements for the LAPL for balloons – LAPL(B)	
FCL.105.B	LPL(B) - Privileges	N/A
FCL.110.B	LPL(B) - Experience requirements	N/A
FCL.135.B	LPL(B) - Extension of privileges to another balloon class	N/A
FCL.140.B	LPL(B) - Currency requirements	N/A
SUBPART C	PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL) AND BALLOON PILOT LICENCE (BPL)	
Section 1	Common requirements	
FCL.200	Minimum age	JAR-FCL 1.100 JAR-FCL 2.100
FCL.205	Conditions	JAR-FCL 1.105 JAR-FCL 2.105
FCL.210	Training course	JAR-FCL 1.125 JAR-FCL 2.125
FCL.215	Theoretical knowledge examination	JAR-FCL 1.130 JAR-FCL 2.130
FCL.235	Skill Test	JAR-FCL 1.135 JAR-FCL 2.135
Section 2	Specific requirements for the PPL aeroplanes – PPL(A)	
FCL.205.A	PPL(A) -Privileges	JAR-FCL 1.105 JAR-FCL 2.105
FCL.210.A	PPL(A) - Experience requirements and crediting	JAR-FCL 1.120 and JAR-FCL 1.125(b)
Section 3	Specific requirements for the PPL helicopters – PPL(H)	
FCL.205.H	PPL(H) - Privileges	JAR-FCL 1.105 JAR-FCL 2.105
FCL.210.H	PPL(H) - Experience requirements and crediting	JAR-FCL 2.120
Section 4	Specific requirements for the PPL airships – PPL(As)	
FCL.205.As	PPL(As) - Privileges	N/A
FCL.210.As	PPL(As) - Experience requirements and crediting	N/A
Section 5	Specific requirements for the sailplane pilot licence (SPL)	
FCL.205.S	SPL - Privileges and conditions	N/A
FCL.210.S	SPL - Experience requirements and crediting	N/A
FCL.220.S	SPL - Launch methods	N/A

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.225.S	SPL – Extension of privileges to touring motor gliders	N/A
FCL.230.S	SPL - Currency requirements	N/A
Section 6	Specific requirements for the balloon pilot licence (BPL)	
FCL.205.B	BPL - Privileges and conditions	N/A
FCL.210.B	BPL – Experience requirements and crediting	N/A
FCL.225.B	BPL - Extension of privileges to another balloon class or group	N/A
FCL.230.B	BPL - Currency requirements	N/A
SUBPART D	COMMERCIAL PILOT LICENCE - CPL	
Section 1	Common requirements	
FCL.300	CPL - Minimum age	JAR-FCL 1.140 JAR-FCL 2.140
FCL.305	CPL - Privileges and conditions	JAR-FCL 1.150 JAR-FCL 2.150
FCL.310	CPL - Theoretical knowledge examinations	JAR-FCL 1.160 JAR-FCL 2.160
FCL.315	CPL – Training course	JAR-FCL 1.165 JAR-FCL 2.165
FCL.320.	CPL – Skill Test	JAR-FCL 1.170 JAR-FCL 2.170
Section 2	Specific requirements for the aeroplane category – CPL(A)	
FCL.305.A	CPL(A) - Privileges in commercial air transport	JAR-OPS 1.960
FCL.325.A	CPL(A) - Specific conditions for MPL holders	JAR-FCL 1.155(e)
Section 3	Specific requirements for the helicopter category – CPL(H)	
FCL.305.H	CPL(H) - Privilege to act in commercial air transport	JAR-OPS 3.960
Section 4	Specific requirements for the powered-lift category – CPL(PL)	
<i>Reserved</i>		
Section 5	Specific requirements for the airship category – CPL(As)	
FCL.305.As	CPL(As) - Privileges to act in commercial air transport	N/A
SUBPART E	MULTI-CREW PILOT LICENCE – MPL(A)	
FCL.400.A	MPL - Minimum age	JAR-FCL 1.500
FCL.405.A	MPL - Privileges	JAR-FCL 1.510(a)
FCL.410.A	MPL – Training course and theoretical knowledge examinations	JAR-FCL 1.520 and 1.525
FCL.415.A	MPL – Practical Skill	JAR-FCL 1.530

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
SUBPART F	AIRLINE TRANSPORT PILOT LICENCE – ATPL	
Section 1	Common requirements	
FCL.500	ATPL - Minimum age	JAR-FCL 1.265 JAR-FCL 2.265
FCL.505	ATPL - Privileges	JAR-FCL 1.275 JAR-FCL 2.275
FCL.515	ATPL – Training course and theoretical knowledge examinations	JAR-FCL 1.285 JAR-FCL 2.285
Section 2	Specific requirements for the aeroplane category – ATPL(A)	
FCL.505.A	ATPL(A) - Restriction of privileges for pilots previously holding an MPL	JAR-FCL 1.275(b)
FCL.510.A	ATPL(A) - Pre-requisites, experience and crediting	JAR-FCL 1.280; 1.290
FCL.515.A	ATPL(A) - Theoretical knowledge instruction – Modular course	Appendix 1 to JAR-FCL 1.285
FCL.520.A	ATPL(A) - Skill test	JAR-FCL 1.295
Section 3	Specific requirements for the helicopter category – ATPL(H)	
FCL.510.H	ATPL(H) - Pre-requisites, experience and crediting	JAR-FCL 2.280, 2.290
FCL.515.H	ATPL(H) - Theoretical knowledge instruction – Modular course	Appendices 1 and 2 to JAR-FCL 2.285
FCL.520.H	ATPL(H) - Skill test	JAR-FCL 2.295
Section 4	Specific requirements for the powered-lift category – ATPL(PL)	
<i>Reserved</i>		
SUBPART G	INSTRUMENT RATING	
Section 1	Common requirements	
FCL.600	IR - General	JAR-FCL 1.175 JAR-FCL 2.175
FCL.605	IR - Privileges	JAR-FCL 1.180 JAR-FCL 2.180
FCL.610	IR - Pre-requisites	JAR-FCL 1.190 JAR-FCL 2.190
FCL.615	IR - Theoretical knowledge and flight instruction	JAR-FCL 1.195, 1.205 JAR-FCL 2.195, 2.205
FCL.620	IR - Skill test	JAR-FCL 1.210 JAR-FCL 2.210
FCL.625	IR - Validity, revalidation and renewal	JAR-FCL 1.185 JAR-FCL 2.185

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
Section 2	Specific requirements for the aeroplane category	
FCL.625.A	IR(A) - Revalidation	JAR-FCL 1.246 JAR-FCL 2.246
Section 3	Specific requirements for the helicopter category	
FCL.625.H	IR(H) - Revalidation	JAR-FCL 1.185 JAR-FCL 2.185
FCL.630.H	IR(H) - Extension of privileges from single-engine to multi-engine helicopters	N/A
Section 4	Specific requirements for the powered-lift category	
<i>Reserved</i>		
Section 5	Specific requirements for the airship category	
FCL.625.As	IR(As) - Revalidation	N/A
SUBPART H	CLASS AND TYPE RATINGS	
Section 1	Common requirements	
FCL.700	Circumstances in which class or type ratings are required	JAR-FCL 1.225,1.230 JAR-FCL 2.225, 2.230
FCL.705	Privileges of the holder of a class or type rating	JAR-FCL 1.235(a) JAR-FCL 2.235(a)
FCL.710	Class and type ratings - Variants	JAR-FCL 1.235(c) JAR-FCL 2.235(c)
FCL.725	Requirements for the issue of class and type ratings	JAR-FCL 1.240(a)(4) and (b), 1.261(a) JAR-FCL 2.240(a)(3)and (b)
FCL.740	Validity and renewal of class and type ratings	JAR-FCL 1.245 JAR-FCL 2.245
Section 2	Specific requirements for the aeroplane category	
FCL.720.A	Experience requirements and pre-requisites for the issue of class or type ratings - aeroplanes	JAR-FCL 1.255, 1.251, 1.250
FCL.725.A	Theoretical knowledge and flight instruction for the issue of class and type ratings - aeroplanes	JAR-FCL 1.261
FCL.730.A	Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course - aeroplanes	Appendix 1 to JAR-FCL 1.261(c)(2)
FCL.735.A	Multi-crew cooperation training course - aeroplanes	JAR-FCL 1.261(d)
FCL.740.A	Revalidation of class and type ratings - aeroplanes	JAR-FCL 1.245
Section 3	Specific requirements for the helicopter category	

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.720.H	Experience requirements and pre-requisites for the issue of type ratings - helicopters	JAR-FCL 2.250, 2.255
FCL.735.H	Multi-crew cooperation training course - helicopters	JAR-FCL 2.261(d)
FCL.740.H	Revalidation of type ratings – helicopters	JAR-FCL 2.245
Section 4	Specific requirements for the powered lift category	
FCL.720.PL	Experience requirements and pre-requisites for the issue of type ratings - powered lift	N/A
FCL.725.PL	Flight instruction for the issue of type ratings - powered lift aircraft	N/A
FCL.740.PL	Revalidation of type ratings – powered lift aircraft	N/A
Section 5	Specific requirements for the airship category	
FCL.720.As	Pre-requisites for the issue of type ratings - airships	N/A
FCL.735.As	Multi-crew cooperation training course - airships	N/A
FCL.740.As	Revalidation of type ratings - airships	N/A
SUBPART I	ADDITIONAL RATINGS	
FCL.800	Aerobatic rating	
FCL.805	Sailplane towing and banner towing ratings	N/A
FCL.810	Night rating	JAR-FCL 1.125(c) JAR-FCL 2.125(c)
FCL.815	Mountain ratings	N/A
FCL.820	Flight tests	N/A
SUBPART J	INSTRUCTORS	
Section 1	Common requirements	
FCL.900	Instructor certificates	JAR-FCL 1.300 JAR-FCL 2.300
FCL.915	General requirements for instructors	JAR-FCL 1.310 JAR-FCL 2.310
FCL.920	Instructor competencies and assessment	JAR-FCL 1.310 (d), Appendix 1 to JAR-FCL 1.310 (d) JAR-FCL 2.310(d), Appendix 1 to JAR-FCL 2.310 (d)

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.925	Instructors for the MPL	JAR-FCL 1.310 (d), Appendix 2 to JAR-FCL 1.310 (d) JAR-FCL 2.310(d), Appendix 2 to JAR-FCL 2.310 (d)
FCL.940	Validity of instructor certificates	JAR-FCL 1.315 JAR-FCL 2.315
Section 2	Specific requirements for the light aircraft flight instructor rating - LAFI	
FCL.905.LAFI	LAFI - Privileges and conditions	N/A
FCL.910.LAFI	LAFI - Restricted privileges	N/A
FCL.915.LAFI	Pre-requisites for the LAFI training course	N/A
FCL.930.LAFI	LAFI - training course	N/A
FCL.935.LAFI	LAFI - Skill test	N/A
FCL.940.LAFI	LAFI - Revalidation and renewal	N/A
Section 3	Specific requirements for the flight instructor - FI	
FCL.905.FI	FI - privileges and conditions	JAR-FCL 1.330 JAR-FCL 2.320C
FCL.910.FI	FI - restricted privileges	JAR-FCL 1.325 JAR-FCL 2.320B
FCL.915.FI	Pre-requisites for the FI training course	JAR-FCL 1.320 JAR-FCL 2.320A
FCL.930.FI	FI - training course	JAR-FCL 1.340 JAR-FCL 2.320D
FCL.935.FI	FI - Skill test	JAR-FCL 1.345 JAR-FCL 2.320H
FCL.940.FI	FI - Revalidation and renewal	JAR-FCL 1.345 JAR-FCL 2.320G
Section 4	Specific requirements for the type rating instructor - TRI	
FCL.905.TRI	TRI - privileges and conditions	JAR-FCL 1.360(a) JAR-FCL 2.330A
FCL.910.TRI	TRI - restricted privileges	JAR-FCL 1.365 JAR-FCL 2.330E(b) and (c)
FCL.915.TRI	Pre-requisites for the TRI training course	JAR-FCL 1.365 JAR-FCL 2.330B
FCL.930.TRI	TRI - training course	JAR-FCL 1.365(a) JAR-FCL 2.330B

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.935.TRI	TRI - Skill test	JAR-FCL 1.365(a(4)) JAR-FCL 2.330D
FCL.940.TRI	TRI - Revalidation and renewal	JAR-FCL 1.370) JAR-FCL 2.330F
Section 5	Specific requirements for the class rating instructor - CRI	
FCL.905.CRI	CRI - Privileges and conditions	JAR-FCL 1.375
FCL.915.CRI	Pre-requisites for the CRI training course	JAR-FCL 1.380
FCL.930.CRI	CRI - training course	JAR-FCL 1.380
FCL.935.CRI	CRI - Skill test	JAR-FCL 1.380
FCL.940.CRI	CRI - Revalidation and renewal	JAR-FCL 1.385
Section 6	Specific requirements for the instrument rating instructor - IRI	
FCL.905.IRI	IRI - Privileges and conditions	JAR-FCL 1.390 JAR-FCL 2.340A
FCL.915.IRI	Pre-requisites for the IRI training course	JAR-FCL 1.395 JAR-FCL 2.340B
FCL.930.IRI	IRI - training course	JAR-FCL 1.395 JAR-FCL 2.340B
FCL.935.IRI	IRI - Skill test	JAR-FCL 1.395 JAR-FCL 2.340D
FCL.940.IRI	IRI - Revalidation and renewal	JAR-FCL 1.400 JAR-FCL 2.340H
Section 7	Specific requirements for the synthetic flight instructor - SFI	
FCL.905.SFI	SFI - privileges and conditions	JAR-FCL 1.405 JAR-FCL 2.350A
FCL.915.SFI	Pre-requisites for the SFI training course	JAR-FCL 1.410 JAR-FCL 2.350B
FCL.930.SFI	SFI - training course	JAR-FCL 1.410 JAR-FCL 2.350C
FCL.935.SFI	SFI - Skill test	JAR-FCL 1.410 JAR-FCL 2.350D
FCL.940.SFI	SFI - Revalidation and renewal	JAR-FCL 1.415 JAR-FCL 2.350F
Section 8	Specific requirements for the multi-crew cooperation instructor - MCCI	
FCL.905.MCCI	MCCI - Privileges and conditions	JAR-FCL 1.416
FCL.915.MCCI	Pre-requisites for the MCCI training course	JAR-FCL 1.417
FCL.930.MCCI	MCCI - training course	JAR-FCL 1.417

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.940.MCCI	MCCI- Revalidation and renewal.	JAR-FCL 1.418
Section 9	Specific requirements for the synthetic training instructor -STI	
FCL.905.STI	STI - privileges and conditions	JAR-FCL 1.419 JAR-FCL 2.360A
FCL.915.STI	Pre-requisites for the STI training course	JAR-FCL 1.419 JAR-FCL 2.360B
FCL.930.STI	STI training course	JAR-FCL 1.419 JAR-FCL 2.360C
FCL.940.STI	STI - Revalidation and renewal	JAR-FCL 1.419 JAR-FCL 2.360F
Section 10	Specific requirements for the mountain instructor - MI	
FCL.905.MI	MI - privileges and conditions	N/A
FCL.915.MI	Pre-requisites for the MI training course	N/A
FCL.930.MI	MI - training course	N/A
FCL.940.MI	Validity of the MI certificate	N/A
SUBPART K	EXAMINERS	
Section 1	Common requirements	
FCL.1000	Examiner certificates	JAR-FCL 1.425(a) JAR-FCL 2.245(a)
FCL.1005	Limitation of privileges in case of vested interests	N/A
FCL.1010	Pre-requisites for examiners	N/A
FCL.1015	Examiner standardisation	Appendix 1 to JAR-FCL 1.425 Appendix 1 to JAR-FCL 2.425
FCL.1020	Examiners assessment of competence	N/A
FCL.1025	Validity, revalidation and renewal of examiner certificates	JAR-FCL 1.430
FCL.1030	Obligations for examiners	N/A
Section 2	Specific requirements for flight examiners - FE	
FCL.1005.FE	FE - privileges and conditions	JAR-FCL 1.435 JAR-FCL 2.435
FCL.1010.FE	FE - Pre-requisites	JAR-FCL 1.435 JAR-FCL 2.435
Section 3	Specific requirements for type rating examiners - TRE	
FCL.1005.TRE	TRE - privileges and conditions	JAR-FCL 1.440 JAR-FCL 2.440

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
FCL.1010.TRE	TRE – Pre-requisites	JAR-FCL 1.440 JAR-FCL 2.439
Section 4	Specific requirements for the class rating examiners - CRE	
FCL.1005.CRE	CRE privileges	JAR-FCL 1.445
FCL.1010.CRE	CRE- Pre-requisites	JAR-FCL 1.445
Section 5	Specific requirements for Instrument Rating Examiner - IRE	
FCL.1005.IRE	IRE - privileges	JAR-FCL 1.450 JAR-FCL 2.445, 2.450, 2.452
FCL.1010.IRE	IRE – Pre-requisites	JAR-FCL 1.450 JAR-FCL 2.445, 2.450, 2.452
Section 6	Specific requirements for Synthetic Flight Examiner - SFE	
FCL.1005.SFE	SFE - privileges and conditions	JAR-FCL 1.455 JAR-FCL 2.445, 2.455, 2.457
FCL.1010.SFE	SFE - Pre-requisites	JAR-FCL 1.455 JAR-FCL 2.445, 2.455, 2.457
Section 7	Specific requirements for the flight instructor examiner - FIE	
FCL.1005.FIE	FIE - privileges and conditions	JAR-FCL 1.460 JAR-FCL 2.549, 2460, 2.461
FCL.1010.FIE	FIE - Pre-requisites	JAR-FCL 1.460 JAR-FCL 2.549, 2460, 2.461
APPENDICES TO PART-FCL		

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
Appendix 1	Crediting of theoretical knowledge	Appendix 1 to JAR-FCL 1.050 Appendix 1 to JAR-FCL 2.050 Appendix 2 to JAR-FCL 1.050 Appendix 2 to JAR-FCL 2.050 Appendix 3 to JAR-FCL 1.050 Appendix 3 to JAR-FCL 2.050 Appendix 4 to JAR-FCL 1.050 Appendix 4 to JAR-FCL 2.050
Appendix 2	Theoretical knowledge syllabus for the ATPL, CPL and IR	JAR-FCL 1.160 JAR-FCL 2.160 JAR-FCL 1.285 JAR-FCL 2.285 Appendix 1 to JAR-FCL 1.470

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
Appendix 3	Training courses for the issue of a CPL, an ATPL and an IR	JAR-FCL 1.155 JAR-FCL 2.155 JAR-FCL 1.165 JAR-FCL 2.165 Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2) Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2) Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3) Appendix 1 to JAR-FCL 1.160 & 1.165(a)(3) Appendix 1 to JAR-FCL 2.160 & 2.165(a)(4) Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4) Appendix 1 to JAR-FCL 2.160 & 2.165(a)(5)
Appendix 4	Skill test for the issue of a CPL	JAR-FCL 1.170 JAR-FCL 2.170 Appendix 1 to JAR-FCL 1.170 Appendix 1 to JAR-FCL 2.170 Appendix 2 to JAR-FCL 1.170 Appendix 2 to JAR-FCL 2.170
Appendix 5	Integrated MPL training course	JAR-FCL 1.515 Appendix 1 to Jar-FCL 1.520 & 1.525
Appendix 6	Modular training course for the instrument rating	Appendix 1 to JAR-FCL 1.205 Appendix 1 to JAR-FCL 2.205

CROSS-REFERENCE TABLE EASA PART-FCL TO JAR-FCL 1 AND 2		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
Appendix 7	IR skill test	Appendix 1 to JAR-FCL 1.210 Appendix 1 to JAR-FCL 2.210 Appendix 2 to JAR-FCL 1.210 Appendix 2 to JAR-FCL 2.210
Appendix 8	Cross-crediting of the IR part of a type or class rating proficiency check	Appendix 1 to JAR-FCL 1.246
Appendix 9	Skill test and proficiency check for ATPL, type and class ratings, and proficiency check for instrument ratings	Appendix 1 to JAR-FCL 1.240 & 1.295 Appendix 1 to JAR-FCL 2.240 & 2.295 Appendix 2 to JAR-FCL 1.240 & 1.295 Appendix 2 to JAR-FCL 2.240 & 2.295 Appendix 3 to JAR-FCL 1.240 Appendix 3 to JAR-FCL 2.240
Appendix 10	Course of additional theoretical knowledge for a class or type rating for high performance single pilot aeroplanes	Appendix 1 to JAR-FCL 1.251
Appendix 11	Cross-crediting of proficiency checks for revalidation of type ratings - helicopters	Appendix 1 to JAR-FCL 2.245(b)(3)
Appendix 12	Skill test, proficiency check and verbal theoretical knowledge examination for the instructor certificate	Appendix 1 to JAR-FCL 1.330 & 1.345 Appendix 1 to JAR-FCL 2.320 E & 2.345 Appendix 2 to JAR-FCL 1.330 & 1.345 Appendix 2 to JAR-FCL 2.320 E & 2.345

C) JAR-FCL 3#EASA FCL MED

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
SUBPART A	GENERAL REQUIREMENTS	
JAR-FCL 3.015	Acceptance of licences, ratings, authorisations, approvals or certificates	
JAR-FCL 3.025	Validity of licences and ratings	
JAR-FCL 3.035	Medical fitness	MED.A.020, MED.A.045
JAR-FCL 3.040	Decrease in medical fitness	MED.A.025
JAR-FCL 3.045	Special circumstances	
JAR-FCL 3.046	Special medical circumstances	
JAR-FCL 3.060	Curtailement of privileges of licence holders aged 60 years or more	
JAR-FCL 3.065	State of licence issue	MED.A.010
JAR-FCL 3.080	Aeromedical Section (AMS)	
JAR-FCL 3.085	Aeromedical Centres (AMCs)	
JAR-FCL 3.090	Authorised Medical Examiners (AMEs)	IR Subpart C
JAR-FCL 3.091	Aeromedical examinations and assessment - General	MED.A.005
JAR-FCL 3.095	Aeromedical examinations	MED.A.030
JAR-FCL 3.100	Medical certificates	MED.A.030, MED.A.045 MED.A.040,
JAR-FCL 3.105	Period of validity of medical certificates	MED.A.055
JAR-FCL 3.110	Requirements for medical assessments	MED.B.001
JAR-FCL 3.115	Use of Medication or other treatments	MED.A.025
JAR-FCL 3.120	Responsibilities of the applicant	MED.A.035
JAR-FCL 3.125	Delegation of Fit Assessment, Review Policy and Secondary Review]	MED.A.045
Appendix 1 to JAR-FCL 3.105	Validity [period/transfer] of medical [records for Class 1 and Class 2 renewal	
SUBPART B	CLASS 1 MEDICAL REQUIREMENTS	
JAR-FCL 3.130	Cardiovascular system – Examination	MED.B.005 AMC A to MED.B.005
JAR-FCL 3.135	Cardiovascular system – Blood pressure	MED.B.005 AMC A to MED.B.005

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 3.140	Cardiovascular system – Coronary artery disease	MED.B.005 AMC A to MED.B.005
JAR-FCL 3.145	Cardiovascular system – Rhythm/conduction disturbances	MED.B.005 AMC A to MED.B.005
JAR-FCL 3.150	Cardiovascular system – General	MED.B.005 AMC A to MED.B.005
JAR-FCL 3.155	Respiratory system – General	MED.B.010 AMC A to MED.B.010
JAR-FCL 3.160	Respiratory system – Disorders	MED.B.010 AMC A to MED.B.010
JAR-FCL 3.165	Digestive system – General	MED.B.015 AMC A to MED.B.015
JAR-FCL 3.170	Digestive system – Disorders	MED.B.015 AMC A to MED.B.015
JAR-FCL 3.175	Metabolic, nutritional and endocrine []systems	MED.B.020 AMC A to MED.B.020
JAR-FCL 3.180	Haematology	MED.B.025 AMC A to MED.B.025
JAR-FCL 3.185	Urinary system	MED.B.030 AMC A to MED.B.030
JAR-FCL 3.190	Sexually transmitted diseases and other infections	MED.B.035 AMC A to MED.B.035
JAR-FCL 3.195	Gynaecology and obstetrics	MED.B.040 AMC A to MED.B.040
JAR-FCL 3.200	Musculoskeletal requirements	MED.B.045 AMC A to MED.B.045
JAR-FCL 3.205	Psychiatric requirements	MED.B.050 AMC A to MED.B.050
JAR-FCL 3.210	Neurological requirements	MED.B.060 AMC A to MED.B.060

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 3.215	Ophthalmological requirements	MED.B.065 AMC A to MED.B.065
JAR-FCL 3.220	Visual requirements	MED.B.065 AMC A to MED.B.065
JAR-FCL 3.225	Colour perception	MED.B.070 AMC A to MED.B.070
JAR-FCL 3.230	Otorhinolaryngological requirements	MED.B.075 AMC A to MED.B.075
JAR-FCL 3.235	Hearing requirements	MED.B.075 AMC A to MED.B.075
JAR-FCL 3.240	Psychological requirements	MED.B.055 AMC A to MED.B.055
JAR-FCL 3.245	Dermatological requirements	MED.B.080 AMC A to MED.B.080
JAR-FCL 3.246	Oncology	MED.B.085 AMC A to MED.B.085
SUBPART C	CLASS 2 MEDICAL REQUIREMENTS	
JAR-FCL 3.250	Cardiovascular system – Examination	MED.B.005 AMC B to MED.B.005
JAR-FCL 3.255	Cardiovascular system – Blood pressure	MED.B.005 AMC B to MED.B.005
JAR-FCL 3.260	Cardiovascular system – Coronary artery disease	MED.B.005 AMC B to MED.B.005
JAR-FCL 3.265	Cardiovascular system – Rhythm/conduction disturbances	MED.B.005 AMC B to MED.B.005
JAR-FCL 3.270	Cardiovascular system – General	MED.B.005 AMC B to MED.B.005
JAR-FCL 3.275	Respiratory system – General	MED.B.010 AMC B to MED.B.010
JAR-FCL 3.280	Respiratory system – Disorders	MED.B.010 AMC B to MED.B.010

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 3.285	Digestive system – General	MED.B.015 AMC B to MED.B.015
JAR-FCL 3.290	Digestive system – Disorders	MED.B.015 AMC B to MED.B.015
JAR-FCL 3.295	Metabolic, nutritional and endocrine [][systems]	MED.B.020 AMC B to MED.B.020
JAR-FCL 3.300	Haematology	MED.B.025 AMC B to MED.B.025
JAR-FCL 3.305	Urinary system	MED.B.030 AMC B to MED.B.030
JAR-FCL 3.310	Sexually transmitted diseases and other infections	MED.B.035 AMC B to MED.B.035
JAR-FCL 3.315	Gynaecology and obstetrics	MED.B.040 AMC B to MED.B.040
JAR-FCL 3.320	Musculoskeletal requirements	MED.B.045 AMC B to MED.B.045
JAR-FCL 3.325	Psychiatric requirements	MED.B.050 AMC B to MED.B.050
JAR-FCL 3.330	Neurological requirements	MED.B.060 AMC B to MED.B.060
JAR-FCL 3.335	Ophthalmological requirements	MED.B.065 AMC B to MED.B.065
JAR-FCL 3.340	Visual requirements	MED.B.065 AMC B to MED.B.065
JAR-FCL 3.345	Colour perception	MED.B.070 AMC B to MED.B.070
JAR-FCL 3.350	Otorhinolaryngological requirements	MED.B.075 AMC B to MED.B.075
JAR-FCL 3.355	Hearing requirements	MED.B.075 AMC B to MED.B.075

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
JAR-FCL 3.360	Psychological requirements	MED.B.055 AMC B to MED.B.055
JAR-FCL 3.365	Dermatological requirements	MED.B.080 AMC B to MED.B.080
JAR-FCL 3.370	Oncology	MED.B.085 AMC B to MED.B.085
APPENDICES TO SUBPART B AND C		
Appendix 1 to Subparts B and C	Cardiovascular system	MED.B.005 AMC A to MED.B.005 AMC B to MED.B.005
Appendix 2 to Subparts B and C	Respiratory system	MED.B.010 AMC A to MED.B.010 AMC B to MED.B.010
Appendix 3 to Subparts B and C	Digestive system	MED.B.015 AMC A to MED.B.015 AMC B to MED.B.015
Appendix 4 to Subparts B and C	Metabolic, nutritional and endocrine [] [systems]	MED.B.020 AMC A to MED.B.020 AMC B to MED.B.020
Appendix 5 to Subparts B and C	Haematology	MED.B.025 AMC A to MED.B.025 AMC B to MED.B.025
Appendix 6 to Subparts B and C	Urinary system	MED.B.030 AMC A to MED.B.030 AMC B to MED.B.030
Appendix 7 to Subparts B and C	Sexually transmitted diseases and other infections	MED.B.035 AMC A to MED.B.035 AMC B to MED.B.035
Appendix 8 to Subparts B and C	Gynaecology and obstetrics	MED.B.040 AMC A to MED.B.040 AMC B to MED.B.040

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 9 to Subparts B and C	Musculoskeletal requirements	MED.B.045 AMC A to MED.B.045 AMC B to MED.B.045
Appendix 10 to Subparts B and C	Psychiatric requirements	MED.B.050 AMC A to MED.B.050 AMC B to MED.B.050
Appendix 11 to Subparts B and C	Neurological requirements	MED.B.060 AMC A to MED.B.060 AMC B to MED.B.060
Appendix 12 to Subparts B and C	Ophthalmological requirements	MED.B.065 AMC A to MED.B.065 AMC B to MED.B.065
Appendix 13 to Subparts B and C	Visual requirements	MED.B.065 AMC A to MED.B.065 AMC B to MED.B.065
Appendix 14 to Subparts B and C	Colour perception	MED.B.070 AMC A to MED.B.070 AMC B to MED.B.070
Appendix 15 to Subparts B and C	Otorhinolaryngological requirements	MED.B.075 AMC A to MED.B.075 AMC B to MED.B.075
Appendix 16 to Subparts B and C	Hearing requirements	MED.B.075 AMC A to MED.B.075 AMC B to MED.B.075
Appendix 17 to Subparts B and C	Psychological requirements	MED.B.055 AMC A to MED.B.055 AMC B to MED.B.055
Appendix 18 to Subparts B and C	Dermatological requirements	MED.B.080 AMC A to MED.B.080 AMC B to MED.B.080

CROSS-REFERENCE TABLE JAR-FCL 3 TO EASA PART MED		
<i>JAR-FCL 3 reference</i>	<i>Subject</i>	<i>EASA reference</i>
Appendix 19 to Subparts B and C	Oncology Requirements	MED.B.085 AMC A to MED.B.085 AMC B to MED.B.085
	AMC/ IEM	
IEM FCL 3.001	Abbreviations	
IEM FCL 3.010	Licence requirements	
IEM FCL 3.035	Carriage of safety pilots Operational Safety Pilot Limitation (OSL) (Class 2 medical certificate only)	AMC to MED.A.045
IEM FCL 3.040	Use of medication, drugs, other treatments and alcohol	MED.A.025
IEM FCL 3.045	Procedures for medical certification exemptions/variations	MED.A.045
AMC FCL 3.090	Training course syllabi for authorised medical examiners	MED.C.020
IEM FCL 3.095(a) & (b)	Summary of minimum [] requirements	
IEM FCL 3.095(c)(1)	Application form for aviation medical certificate	
IEM FCL 3.095(c)(2)	Instructions page for completion of the application form for aviation medical certificate	
IEM FCL 3.095(c)(3)	AME medical examination guidelines	
IEM FCL 3.095(c) (4)	Medical examination report	
IEM FCL 3.095(c) (5)	AME instructions for completion of the medical examination report form	
IEM FCL 3.095(c) (6)	Ophthalmology examination report	
IEM FCL 3.095(c) (7)	Instructions for completion of the ophthalmology examination report form	
IEM FCL 3.095(c)(8)	Otorhinolaryngology examination report	
IEM FCL 3.095(c)(9)	Instructions for completion of the otorhinolaryngology examination report form	
IEM FCL 3.100 ([a]) and [b]	Medical certificate[] [Class 1/2]	
IEM FCL 3.100 ([c])	Limitations, conditions and variations	MED.A.045 AMC to MED.A.045
IEM FCL 3 Subparts A, B and C	JAA manual of civil aviation medicine	

D) EASA Part MED#JAR-FCL 3

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
SUBPART A	GENERAL REQUIREMENTS	
Section 1	General	
MED.A.001	Competent authority	
MED.A.005	Scope	JAR-FCL 3.091 (a)
MED.A.010	Definitions	n/a
MED.A.015	Medical Confidentiality	JAR-FCL 3.080 (b)
MED.A.020	Medical certification	JAR-FCL 3.035 (b)
MED.A.025	Decrease in medical fitness	JAR-FCL 3.040
Section 2	Issuance, revalidation and renewal of medical certificates	
MED.A.030	Competence for the issue, revalidation and renewal of medical certificates	JAR-FCL 3.100 (b) and (c) JAR-FCL 3.120
MED.A.035	Application for a medical certificate	JAR-FCL 3.095 (c)
MED.A.040	Requirements for the issue, revalidation and renewal of medical certificates	JAR-FCL 3.100 (d)
MED.A.045	Limitations to medical certificates	JAR-FCL 3.035 (d), (e), (f) JAR-FCL 3.100 (e) JAR-FCL 3.125
MED.A.050	Obligations of AeMC, AME and GMP	JAR-FCL 3.035 (c) JAR-FCL 3.095 (c)
MED.A.055	Validity, revalidation and renewal of medical certificates	JAR-FCL 3.105
Section 3	Continued validity of medical certificates	
MED.A.060	Suspension of privileges	JAR-FCL 3.040 (c)
MED.A.065	Suspension and revocation of medical certificates	JAR-FCL 3.100 (f) JAR-FCL 3.120 (b)
SUBPART B	REQUIREMENTS FOR MEDICAL CERTIFICATES	
Section 1	General	
MED.B.001	General	JAR-FCL 3.110 JAR-FCL 3.105 (f)

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
Section 2	Specific requirements for class 1 and class 2 medical certificates	
MED.B.005	Cardiovascular System	JAR-FCL 3.130 – 3.150 JAR-FCL 3.250 – 3.270 Appendix 1 to Subparts B and C
MED.B.010	Respiratory System	JAR-FCL 3.155 – 160 JAR-FCL 3.275 – 3.280 Appendix2 to Subparts B and C
MED.B.015	Digestive System	JAR-FCL 3.165 – 3.170 JAR-FCL 3.285 – 290 Appendix 3 to Subparts B and C
MED.B.020	Metabolic and Endocrine Systems	JAR-FCL 3.175 JAR-FCL 3.295 Appendix 4 to Subparts B and C
MED.B.025	Haematology	JAR-FCL 3.180 JAR-FCL 3.300 Appendix 5 to Subparts B and C
MED.B.030	Genitourinary System	JAR-FCL 3.185 JAR-FCL 3.305 Appendix 6 to Subparts B and C
MED.B.035	Infectious Disease	JAR-FCL 3.190 JAR-FCL 3.310 Appendix 7 to Subparts B and C
MED.B.040	Obstetrics and Gynaecology	JAR-FCL 3.195 JAR-FCL 3.315 Appendix 8 to Subparts B and C
MED.B.045	Musculoskeletal System	JAR-FCL 3.200 JAR-FCL 3.320 Appendix 9 to Subparts B and C
MED.B.050	Psychiatry	JAR-FCL 3.205 JAR-FCL 3.325 Appendix 10 to Subparts B and C

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
MED.B.055	Psychology	JAR-FCL 3.240 JAR-FCL 3.360 Appendix 17 to Subparts B and C
MED.B.060	Neurology	JAR-FCL 3.210 JAR-FCL 3.330 Appendix 11 to Subparts B and C
MED.B.065	Visual System	JAR-FCL 3.215 – 3.220 JAR-FCL 3.335 – 3.340 Appendix 12 to Subparts B and C Appendix 13 to Subparts B and C
MED.B.070	Colour vision	JAR-FCL 3.225 JAR-FCL 3.345 Appendix 14 to Subparts B and C
MED.B.075	Otorhino-laryngology	JAR-FCL 3.230 – 3.235 JAR-FCL 3.350 – 3.355 Appendix 15 to Subparts B and C Appendix 16 to Subparts B and C
MED.B.080	Dermatology	JAR-FCL 3.245 JAR-FCL 3.365 Appendix 18 to Subparts B and C
MED.B.085	Oncology	JAR-FCL 3.246 JAR-FCL 3.370 Appendix 19 to Subparts B and C
SUBPART C	AUTHORISATION OF AERO MEDICAL EXAMINERS (AMES)	
MED.C.001	Privileges	JAR-FCL 3.090 (e)
MED.C.005	Application	
MED.C.010	Requirements for the issue of an AME authorisation	JAR-FCL 3.090 (a)
MED.C.015	Requirements for the extension of privileges	JAR-FCL 3.090 (d) (2), (e)
MED.C.020	Training courses in aviation medicine	JAR-FCL 3.090 (d)
MED.C.025	Changes to the authorisation	JAR-FCL 3.090 (f)
MED.C.030	Continued validity of AME authorisations	JAR-FCL 3.090 (d) (3), (e)

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
SUBPART D	GENERAL MEDICAL PRACTITIONERS (GMPS)	
MED.D.001	Requirements for general medical practitioners	n/a
	AMC / GM	
SUBPART A	GENERAL REQUIREMENTS	
Section 1	General	
AMC to MED.A.015	Medical Confidentiality	JAR-FCL 3.080 (b)
AMC to MED.A.020	Medical certification	JAR-FCL 3.065 (e)
AMC to MED.A.025	Decrease in medical fitness	JAR-FCL 3.040
Section 2	Issuance, revalidation and renewal of medical certificates	
AMC to MED.A.040	Requirements for the issue, revalidation and renewal of medical certificates - for the LAPL	n/a
AMC to MED.A.045	Limitations to class 1 and class 2 medical certificates	JAR-FCL 3.035 (d), (e), (f) JAR-FCL 3.100 (e)
AMC to MED.A.050	Obligations of AeMC, AME and GMP	JAR-FCL 3.095 (c)
AMC to MED.A.055	Validity, revalidation and renewal of medical certificates	JAR-FCL 3.105
Section 3	Continued validity of medical certificates	
SUBPART B	REQUIREMENTS FOR MEDICAL CERTIFICATES	
Section 1	General	
AMC to MED.B.001	General – requirements for medical certificates for the LAPL	n/a
Section 2	Specific requirements for class 1 and class 2 medical certificates	
Chapter A	AMC for class 1 medical certificates	
AMC A to MED.B.005	Cardiovascular System – class 1 medical certificates	JAR-FCL 3.130 – 3.150 Appendix 1 to Subparts B and C
AMC A to MED.B.010	Respiratory System – class 1 medical certificates	JAR-FCL 3.155 – 160

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
		Appendix 2 to Subparts B and C
AMC A to MED.B.015	Digestive System – class 1 medical certificates	JAR-FCL 3.165 – 3.170 Appendix 3 to Subparts B and C
AMC A to MED.B.020	Metabolic and Endocrine Systems – class 1 medical certificates	JAR-FCL 3.175 Appendix 4 to Subparts B and C
AMC A to MED.B.025	Haematology – class 1 medical certificates	JAR-FCL 3.180 Appendix 5 to Subparts B and C
AMC A to MED.B.030	Genitourinary System – class 1 medical certificates	JAR-FCL 3.185 Appendix 6 to Subparts B and C
AMC A to MED.B.035	Infectious Disease – class 1 medical certificates	JAR-FCL 3.190 Appendix 7 to Subparts B and C
AMC A to MED.B.040	Obstetrics and Gynaecology – class 1 medical certificates	JAR-FCL 3.195 Appendix 8 to Subparts B and C
AMC A to MED.B.045	Musculoskeletal System – class 1 medical certificates	JAR-FCL 3.200 Appendix 9 to Subparts B and C
AMC A to MED.B.050	Psychiatry – class 1 medical certificates	JAR-FCL 3.205 Appendix 10 to Subparts B and C
AMC A to MED.B.055	Psychology – class 1 medical certificates	JAR-FCL 3.240 Appendix 17 to Subparts B and C
AMC A to MED.B.060	Neurology – class 1 medical certificates	JAR-FCL 3.210 Appendix 11 to Subparts B and C
AMC A to MED.B.065	Visual System – class 1 medical certificates	JAR-FCL 3.215 – 3.220 Appendix 12 to Subparts B and C Appendix 13 to Subparts B and C
AMC A to MED.B.070	Colour vision – class 1 medical certificates	JAR-FCL 3.225 Appendix 14 to Subparts B and C
AMC A to MED.B.075	Otorhino-laryngology – class 1 medical certificates	JAR-FCL 3.230 – 3.235 Appendix 15 to Subparts B and C Appendix 16 to Subparts B and C
AMC A to MED.B.080	Dermatology – class 1 medical certificates	JAR-FCL 3.245 Appendix 18 to Subparts B and C

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
AMC A to MED.B.085	Oncology – class 1 medical certificates	JAR-FCL 3.246 Appendix 19 to Subparts B and C
Chapter B	AMC for class 2 medical certificates	
AMC B to MED.B.005	Cardiovascular System – class 2 medical certificates	JAR-FCL 3.250 – 3.270 Appendix 1 to Subparts B and C
AMC B to MED.B.010	Respiratory System – class 2 medical certificates	JAR-FCL 3.275 – 3.280 Appendix 2 to Subparts B and C
AMC B to MED.B.015	Digestive System – class 2 medical certificates	JAR-FCL 3.285 – 290 Appendix 3 to Subparts B and C
AMC B to MED.B.020	Metabolic and Endocrine Systems – class 2 medical certificates	JAR-FCL 3.295 Appendix 4 to Subparts B and C
AMC B to MED.B.025	Haematology – class 2 medical certificates	JAR-FCL 3.300 Appendix 5 to Subparts B and C
AMC B to MED.B.030	Genitourinary System – class 2 medical certificates	JAR-FCL 3.305 Appendix 6 to Subparts B and C
AMC B to MED.B.035	Infectious Disease – class 2 medical certificates	JAR-FCL 3.310 Appendix 7 to Subparts B and C
AMC B to MED.B.040	Obstetrics and Gynaecology – class 2 medical certificates	JAR-FCL 3.315 Appendix 8 to Subparts B and C
AMC B to MED.B.045	Musculoskeletal System – class 2 medical certificates	JAR-FCL 3.320 Appendix 9 to Subparts B and C
AMC B to MED.B.050	Psychiatry – class 2 medical certificates	JAR-FCL 3.325 Appendix 10 to Subparts B and C
AMC B to MED.B.055	Psychology – class 2 medical certificates	JAR-FCL 3.360 Appendix 17 to Subparts B and C
AMC B to MED.B.060	Neurology – class 2 medical certificates	JAR-FCL 3.330 Appendix 11 to Subparts B and C
AMC B to MED.B.065	Visual System – class 2 medical certificates	JAR-FCL 3.335 – 3.340 Appendix 12 to Subparts B and C Appendix 13 to Subparts B and C
AMC B to MED.B.070	Colour vision – class 2 medical certificates	JAR-FCL 3.345

CROSS-REFERENCE TABLE EASA PART MED TO JAR-FCL 3		
<i>EASA reference</i>	<i>Subject</i>	<i>JAA reference</i>
		Appendix 14 to Subparts B and C
AMC B to MED.B.075	Otorhino-laryngology – class 2 medical certificates	JAR-FCL 3.350 – 3.355 Appendix 15 to Subparts B and C Appendix 16 to Subparts B and C
AMC B to MED.B.080	Dermatology – class 2 medical certificates	JAR-FCL 3.365 Appendix 18 to Subparts B and C
AMC B to MED.B.085	Oncology – class 2 medical certificates	JAR-FCL 3.370 Appendix 19 to Subparts B and C
SUBPART C	AUTHORISATION OF AERO MEDICAL EXAMINERS (AMES)	JAR-FCL 3.090
SUBPART D	GENERAL MEDICAL PRACTITIONERS (GMPS)	

B. DRAFT OPINION AND DECISION PART-FCL

I Draft Opinion PART-FCL

See NPA 2008-17b

II Draft Decision AMC and GM for Part-FCL

See NPA 2008-17b

C. DRAFT OPINION AND DECISION PART-MEDICAL

I Draft Opinion Part-Medical

See NPA 2008-17c

II Draft Decision AMC and GM for Part-Medical

See NPA 2008-17c