



EUROPEAN GLIDING UNION

Representative Organisation of European Glider Pilots

PART FCL for GLIDER PILOTS

EXTRACTS

of the Commission Regulation (EU) N°1178/2011
of 3 November 2011
Including ANNEX I (PART FCL)
and of the Accepted Means of Compliance and
Guidance Material to PART FCL
issued by EASA on 15 December 2011
containing only the regulations valid for glider pilot licences

WARNING

This is an unofficial document compiled by the EGU to enable the rules to be read more easily by glider pilots. In case there are differences between this courtesy document and one of the official documents issued by the European Commission or by the EASA, the document issued by the European Commission or by the EASA would be the official valid document.

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REGULATION

Article 1 Subject matter

This Regulation lays down detailed rules for:

- (1) different ratings for pilots' licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing national pilots' licences and of national flight engineers' licences into pilots' licences, as well as the conditions for the acceptance of licences from third countries;
- (2) the certification of persons responsible for providing flight training or flight simulation training and for assessing pilots' skills;
- (3) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates as well as the conditions for the conversion of national medical certificates into commonly recognised medical certificates;
- (4) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;
- (5) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.

Article 2 Definitions

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'Part-FCL licence' means a flight crew licence which complies with the requirements of Annex I;
- (2) 'JAR' means joint aviation requirements adopted by the Joint Aviation Authorities as applicable on 30 June 2009;
- (3) 'Light aircraft pilot licence (LAPL)' means the leisure pilot licence referred to in Article 7 of Regulation (EC) No 216/2008;
- (4) 'JAR-compliant licence' means the pilot licence and attached ratings, certificates, authorisations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having being recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR;
- (5) 'Non-JAR-compliant licence' means the pilot licence issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR;
- (6) 'Credit' means the recognition of prior experience or qualifications;
- (7) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;
- (8) 'Conversion report' means a report on the basis of which a licence may be converted into a Part-FCL licence;
- (9) 'JAR-compliant pilots' medical certificate and aero-medical examiners' certificate' means the certificate issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having been recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR;
- (10) 'Non-JAR-compliant pilots' medical certificate and aero- medical examiners' certificate' means the certificate issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR.

Article 3 Pilot licensing and medical certification

Without prejudice to Article 7, pilots of aircraft referred to in Article 4(1)(b) and (c) and Article 4(5) of Regulation (EC) No 216/2008 shall comply with the technical requirements and administrative procedures laid down in Annex I and Annex IV to this Regulation.

Article 4 Existing national pilots' licences

1. JAR-compliant licences issued or recognised by a Member State before 8 April 2012 shall be deemed to have been issued in accordance with this Regulation. Member States shall replace these licences with licences complying with the format laid down in Part-ARA by 8 April 2017 at the latest.
2. Non-JAR-compliant licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by a Member State before the applicability of this Regulation shall be converted into Part-FCL licences by the Member State that issued the licence.
3. Non-JAR-compliant licences shall be converted into Part- FCL licences and associated ratings or certificates in accordance with:
 - (a) the provisions of Annex II; or
 - (b) the elements laid down in a conversion report.
4. The conversion report shall:
 - (a) be established by the Member State that issued the pilot licence in consultation with the European Aviation Safety Agency (the Agency);
 - (b) describe the national requirements on the basis of which the pilot licences were issued;
 - (c) describe the scope of the privileges that were given to the pilots;
 - (d) indicate for which requirements in Annex I credit is to be given;
 - (e) indicate any limitations that need to be included on the Part-FCL licences and any requirements the pilot has to comply with in order to remove those limitations.
5. The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4, including copies of the relevant national requirements and procedures. When developing the conversion report, Member States shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.
6. Notwithstanding paragraphs 1 and 3, holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.
7. A Member State may authorise a student pilot to exercise limited privileges without supervision before he/she meets all the requirements necessary for the issuance of an LAPL under the following conditions:
 - (a) the privileges shall be limited to its national territory or a part of it;
 - (b) the privileges shall be restricted to a limited geographical area and to single-engine piston aeroplanes with a maximum take-off mass not exceeding 2 000 kg, and shall not include the carriage of passengers;
 - (c) those authorisations shall be issued on the basis of an individual safety risk assessment carried out by an instructor following a concept safety risk assessment carried out by the Member State;
 - (d) the Member State shall submit periodical reports to the Commission and the Agency every 3 years.

Article 5 Existing national pilots' medical certificates and aero- medical examiners certificates

1. JAR-compliant pilots' medical certificates and aero-medical examiners' certificates issued or recognised by a Member State before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.
2. Member States shall replace pilots' medical certificates and aero-medical examiners' certificates with certificates complying with the format laid down in Part-ARA by 8 April 2017 at the latest.
3. Non-JAR-compliant pilot medical certificates and aero- medical examiners' certificates issued by a Member State before this Regulation applies shall remain valid until the date of their next revalidation or until 8 April 2017, whichever is the earlier.
4. The revalidation of the certificates referred to in paragraphs 1 and 2 shall comply with the provisions of Annex IV.

Article 6 Conversion of flight test qualifications

1. Pilots who before this Regulation applies conducted category 1 and 2 flight tests as defined in the Annex to Commission Regulation (EC) No 1702/2003 (1), or who provided instruction to flight test pilots, shall

have their flight test qualifications converted into flight test ratings in accordance with Annex I to this Regulation and, where applicable, flight test instructor certificates by the Member State that issued the flight test qualifications.

2. This conversion shall be carried out in accordance with the elements established in a conversion report that complies with the requirements set out in Article 4(4) and (5).

Article 7 Existing national flight engineers' licences

1. In order to convert flight engineer licences, issued in accordance with Annex 1 to the Chicago Convention, into Part-FCL licences, holders shall apply to the Member State that issued the licences.
2. Flight engineer licences shall be converted into Part-FCL licences in accordance with a conversion report that complies with the requirements set out in Article 4(4) and (5).
3. When applying for the airline transport pilot licence (ATPL) for aeroplanes, the provisions on credit in FCL.510.A(c)(2) of Annex I shall be complied with.

Article 8 Conditions for the acceptance of licences from third countries

1. Without prejudice to Article 12 of Regulation (EC) No 216/2008 and where there are no agreements concluded between the Union and a third country covering pilot licensing, Member States may accept third country licences, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of Annex III to this Regulation.
2. Applicants for Part-FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country shall comply with all the requirements of Annex I to this Regulation, except that the requirements of course duration, number of lessons and specific training hours may be reduced.
3. The credit given to the applicant shall be determined by the Member State to which the pilot applies on the basis of a recommendation from an approved training organisation.
4. Holders of an ATPL issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention who have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to this Regulation may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.
5. Aeroplane or helicopter type ratings may be issued to holders of Part-FCL licences that comply with the requirements for the issue of those ratings established by a third country. Such ratings will be restricted to aircraft registered in that third country. This restriction may be removed when the pilot complies with the requirements in point C.1 of Annex III.

Article 9 Credit for training commenced prior to the application of this Regulation

1. In respect of issuing Part-FCL licences in accordance with Annex I, training commenced prior to the application of this Regulation in accordance with the Joint Aviation Authorities requirements and procedures, under the regulatory oversight of a Member State recommended for mutual recognition within the Joint Aviation Authorities' system in relation to the relevant JAR, shall be given full credit provided that the training and testing were completed by 8 April 2016 at the latest.
2. Training commenced prior to the application of this Regulation in accordance with Annex 1 to the Chicago Convention shall be given credit for the purposes of issuing Part-FCL licences on the basis of a credit report established by the Member State in consultation with the Agency.
3. The credit report shall describe the scope of the training, indicate for which requirements of Part-FCL licences credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with Part-FCL licences. It shall include copies of all documents necessary to demonstrate the scope of the training and of the national regulations and procedures in accordance with which the training was commenced.

Article 10 Credit for pilot licences obtained during military service

1. In order for holders of military flight crew licences to obtain Part-FCL licences, they shall apply to the Member State where they served.
2. The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Annex I in accordance with the elements of a credit report established by the Member State in consultation with the Agency.
3. The credit report shall:
 - (a) describe the national requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued;
 - (b) describe the scope of the privileges that were given to the pilots;
 - (c) indicate for which requirements of Annex I credit is to be given;
 - (d) indicate any limitations that need to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations;
 - (e) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant national requirements and procedures.

Article 11 Cabin crew medical fitness

1. Cabin crew members involved in the operation of aircraft referred to in Article 4(1)(b) and (c) of Regulation (EC) No 216/2008 shall comply with the technical requirements and administrative procedures laid down in Annex IV.
2. The medical examinations or assessments of cabin crew members that were conducted in accordance with Council Regulation (EEC) No 3922/91 (1) and which are still valid at the date of application of this Regulation shall be deemed to be valid according to this Regulation until the earlier of the following:
 - (a) the end of the validity period determined by the competent authority in accordance with Regulation (EEC) No 3922/91; or
 - (b) the end of the validity period provided for in point MED.C.005 of Annex IV.

The validity period shall be counted from the date of the last medical examination or assessment.

By the end of the validity period any subsequent aero-medical re-assessment shall be conducted in accordance with Annex IV.

Article 12 Entry into force and application

1. This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.
It shall apply from 8 April 2012.
2. By way of derogation from paragraph 1, Member States may decide not to apply the following provisions of Annex I until 8 April 2015:
 - (a) the provisions related to pilot licences of powered-lift aircraft, airships, balloons and sailplanes;
 - (b) the provisions of Subpart B;
 - (c) the provisions of points FCL.800, FCL.805, FCL.815 and FCL.820;
 - (d) in the case of helicopters, the provisions of Section 8 of Subpart J;
 - (e) the provisions of Sections 10 and 11 of Subpart J.
3. By way of derogation from paragraph 1, Member States may decide not to convert non-JAR-compliant aeroplane and helicopter licences that they have issued until 8 April 2014. EN 25.11.2011 Official Journal of the European Union L 311/5
4. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of this Regulation to pilots holding a licence and associated medical certificate issued by a third country involved in the non-commercial operation of aircraft specified in Article 4(1)(b) or (c) of Regulation (EC) No 216/2008 until 8 April 2014.
5. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of Section 3 of Subpart B of Annex IV until 8 April 2015.
6. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of Subpart C of Annex IV until 8 April 2014.

7. When a Member State makes use of the provisions of paragraphs 2 to 6 it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation as well as the programme for implementation containing actions envisaged and related timing.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 November 2011.

For the Commission

The President

José Manuel BARROSO

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ANNEX I

[PART-FCL]

SUBPART A

GENERAL REQUIREMENTS

FCL.001 Competent authority

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

FCL.005 Scope

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

FCL.010 Definitions

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

- 'Aerobatic flight' means an intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight or for instruction for licences or ratings other than the aerobatic rating.
- 'Aeroplane' means an engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.
- 'Aircraft' means any machine which can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
- 'Airmanship' means the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.
- 'Basic Instrument Training Device' (BITD) means a ground-based training device which represents the student pilot's station of a class of aeroplanes. It may use screen-based instrument panels and spring-loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight.
- 'Category of aircraft' means a categorisation of aircraft according to specified basic characteristics, for example aeroplane, powered-lift, helicopter, airship, sailplane, free balloon.
- 'Competency' means a combination of skills, knowledge and attitude required to perform a task to the prescribed standard.
- 'Competency element' means an action which constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.
- 'Competency unit' means a discrete function consisting of a number of competency elements.
- 'Co-pilot' means a pilot operating other than as pilot-in-command, on an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.
- 'Cross-country' means a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.
- 'Dual instruction time' means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.
- 'Error' means an action or inaction taken by the flight crew which leads to deviations from organisational or flight intentions or expectations.
- 'Error management' means the process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.
- 'Full Flight Simulator' (FFS) means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system.
- 'Flight time': for aeroplanes, touring motor gliders and powered-lift, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;
for sailplanes, it means the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;
- 'Flight time under Instrument Flight Rules' (IFR) means all flight time during which the aircraft is being operated under the Instrument Flight Rules.
- 'Instrument flight time' means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

- 'Instrument ground time' means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices (FSTD).
- 'Instrument time' means instrument flight time or instrument ground time.
- 'Night' means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority, as defined by the Member State.
- 'Performance criteria' means a simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.
- 'Pilot-in-command' (PIC) means the pilot designated as being in command and charged with the safe conduct of the flight.
- 'Pilot-in-command under supervision' (PICUS) means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.
- 'Powered-lift aircraft' means any aircraft deriving vertical lift and in flight propulsion/lift from variable geometry rotors or engines/propulsive devices attached to or contained within the fuselage or wings.
- 'Powered sailplane' means an aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane.
- 'Private pilot' means a pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given, with the exclusion of instruction or examination activities, as established in this Part.
- 'Proficiency check' means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.
- 'Renewal' (of, e.g. a rating or certificate) means the administrative action taken after a rating or certificate has lapsed for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.
- 'Revalidation' (of, e.g. a rating or certificate) means the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.
- 'Route sector' means a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.
- 'Sailplane' means a heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine.
- 'Single-pilot aircraft' means an aircraft certificated for operation by one pilot.
- 'Skill test' means the demonstration of skill for a licence or rating issue, including such oral examination as may be required.
- 'Solo flight time' means flight time during which a student pilot is the sole occupant of an aircraft.
- 'Student pilot-in-command' (SPIC) means a student pilot acting as pilot-in-command on a flight with an instructor where the latter will only observe the student pilot and shall not influence or control the flight of the aircraft.
- 'Threat' means events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.
- 'Threat management' means the process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.
- 'Touring Motor Glider' (TMG) means a specific class of powered sailplane having an integrally mounted, non-retractable engine and a non-retractable propeller. It shall be capable of taking off and climbing under its own power according to its flight manual.
- 'Type of aircraft' means a categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with Part-21, and which include all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.

FCL.015 Application and issue of licences, ratings and certificates

- (a) An application for the issue, revalidation or renewal of pilot licences and associated ratings and certificates shall be submitted to the competent authority in a form and manner established by this authority. The application shall be accompanied by evidence that the applicant complies with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Part and Part-Medical.
- (b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the competent authority.
- (c) A person shall not hold at any time more than one licence per category of aircraft issued in accordance with this Part.

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

FCL.020 Student pilot

A student pilot shall not fly solo unless authorised to do so and supervised by a flight instructor.

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

- in the case of aeroplanes, helicopters and airships: 16 years of age;
- in the case of sailplanes and balloons: 14 years of age.

FCL.025 Theoretical knowledge examinations for the issue of licences

(a) Responsibilities of the applicant

- (1) Applicants shall take the entire set of examinations for a specific licence or rating under the responsibility of one Member State.
- (2) Applicants shall only take the examination when recommended by the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
- (3) The recommendation by an ATO shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by the ATO, based on the needs of the applicant.

(b) Pass standards

- (1) A pass in an examination paper will be awarded to an applicant achieving at least 75 % of the marks allocated to that paper. There is no penalty marking.
- (2) Unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all the required examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.
- (3) If an applicant has failed to pass one of the examination papers within 4 attempts, or has failed to pass all papers within either 6 sittings or the period mentioned in paragraph (2), he/she shall re-take the complete set of examination papers.
Before re-taking the examinations, the applicant shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the training organisation, based on the needs of the applicant.

(c) Validity period

- (1) The successful completion of the theoretical knowledge examinations will be valid:
 - (i) for the issue of a light aircraft pilot licence, a private pilot licence, a sailplane pilot licence or a balloon pilot licence, for a period of 24 months;
 - (ii) for the issue of a commercial pilot licence or instrument rating (IR), for a period of 36 months;
 - (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).
- (2) The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:
 - (i) an IR entered in the licence; or
 - (ii) in the case of helicopters, a helicopter's type rating entered in that licence.

FCL.030 Practical skill test

- (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training.
In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.
- (b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

FCL.035 Crediting of flight time and theoretical knowledge

(a) Crediting of flight time

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

- (2) Pilot-in command or under instruction.
 - (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.
 - (ii) A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.
 - (iii) A graduate of a CPL/IR integrated training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the PIC time required for the issue of the commercial pilot licence and a multi-engine type or class rating.
 - (3) Flight time as co-pilot. Unless otherwise determined in this Part, the holder of a pilot licence, when acting as co-pilot or PICUS, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.
- (b) *Crediting of theoretical knowledge*
- (1) An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the light aircraft pilot licence, the private pilot licence, the commercial pilot licence and, except in the case of helicopters, the IR in the same category of aircraft.
 - (2) An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for a light aircraft pilot licence or a private pilot licence in the same category of aircraft.
 - (3) The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft.
 - (4) The holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to this Part.
- This credit also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as it is within the validity period specified in FCL.025(c).

FCL.040 Exercise of the privileges of licences

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

FCL.045 Obligation to carry and present documents

- (a) A valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence.
- (b) The pilot shall also carry a personal identification document containing his/her photo.
- (c) A pilot or a student pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of a competent authority.
- (d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by FCL.020(a).

FCL.050 Recording of flight time

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

FCL.055 Language proficiency

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

FCL.060 Recent experience

- (a) Balloons.
- (b) Aeroplanes, helicopters, powered-lift, airships and sailplanes. A pilot shall not operate an aircraft in commercial air transport or carrying passengers:
 - (1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and
 - (2) as PIC at night unless he/she:

- (3) as cruise relief co-pilot unless he/she:
 - (4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics ...
 - (5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics ...
- (c) Specific requirements for commercial air transport:

FCL.065 *Curtailment of privileges of licence holders aged 60 years or more in commercial air transport*

...

FCL.070 **Revocation, suspension and limitation of licences, ratings and certificates**

- (a) Licences, ratings and certificates issued in accordance with this Part may be limited, suspended or revoked by the competent authority when the pilot does not comply with the requirements of this Part, Part-Medical or the applicable operational requirements, in accordance with the conditions and procedures laid down in Part-ARA.
- (b) When the pilot has his/her licence suspended or revoked, he/she shall immediately return the licence or certificate to the competent authority.

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SUBPART B LIGHT AIRCRAFT PILOT LICENCE — LAPL

SECTION 1 Common requirements

FCL.100 LAPL Minimum age

Applicants for the LAPL shall be:

- (a) in the case of aeroplanes and helicopters, at least 17 years of age;
- (b) in the case of sailplanes and balloons, at least 16 years of age.

FCL.105 LAPL Privileges and conditions

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

FCL.110 LAPL Crediting for the same aircraft category

- (a) Applicants for an LAPL who have held another licence in the same category of aircraft shall be fully credited towards the requirements of the LAPL in that category of aircraft.
- (b) Without prejudice to the paragraph above, if the licence has lapsed, the applicant shall have to pass a skill test in accordance with FCL.125 for the issue of an LAPL in the appropriate aircraft category.

FCL.115 LAPL Training course

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

FCL.120 LAPL Theoretical knowledge examination

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

- (a) common subjects:
 - Air law,
 - Human performance,
 - Meteorology, and
 - Communications;
- (b) specific subjects concerning the different aircraft categories:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge, and
 - Navigation.

FCL.125 LAPL Skill test

- (a) Applicants for an LAPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) Applicants for the skill test shall have received flight instruction on the same class or type of aircraft to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.
- (c) *Pass marks*
 - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

SECTION 2 *Specific requirements for the LAPL for aeroplanes — LAPL(A)*

SECTION 3
Specific requirements for the LAPL for helicopters — LAPL(H)

SECTION 4
Specific requirements for the LAPL for sailplanes — LAPL(S)

FCL.105.S LAPL(S) Privileges and conditions

- (a) The privileges of the holder of an LAPL for sailplanes are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall comply with the requirements in FCL.135.S.
- (b) Holders of an LAPL(S) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes.

FCL.110.S LAPL(S) Experience requirements and crediting

- (a) Applicants for an LAPL(S) shall have completed at least 15 hours of flight instruction in sailplanes, or powered sailplanes, including at least:
 - (1) 10 hours of dual flight instruction;
 - (2) 2 hours of supervised solo flight time;
 - (3) 45 launches and landings;
 - (4) 1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM).
- (b) Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.
- (c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a). The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:
 - (1) not exceed the total flight time as PIC;
 - (2) not exceed 50 % of the hours required in (a);
 - (3) not include the requirements in (a)(2) to (a)(4).

FCL.130.S LAPL(S) Launch methods

- (a) The privileges of the LAPL(S) shall be limited to the launch method included in the skill test. This limitation may be removed when the pilot has completed:
 - (1) in the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
 - (2) in the case of aero tow or self launch, a minimum of 5 launches in dual flight instruction, and 5 solo launches under supervision. In the case of self launch, dual flight instruction may be done in a TMG;
 - (3) in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.
- (b) The completion of the additional training launches shall be entered in the logbook and signed by the instructor.
- (c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.
- (d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.

FCL.135.S LAPL(S) Extension of privileges to TMG

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

- (a) 6 hours of flight instruction on a TMG, including:
 - (1) 4 hours of dual flight instruction;
 - (2) 1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;
- (b) a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,

- Aircraft general knowledge,
- Navigation.

FCL.140.S LAPL(S) Recency requirements

- (a) Sailplanes and powered sailplanes. Holders of an LAPL(S) shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes or powered sailplanes, excluding TMGs, in the last 24 months, at least:
 - (1) 5 hours of flight time as PIC, including 15 launches;
 - (2) 2 training flights with an instructor.
- (b) TMG. Holders of an LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:
 - (1) completed on TMGs in the last 24 months:
 - (i) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
 - (ii) refresher training of at least 1 hour total flight time with an instructor.
 - (2) When the holder of the LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) may be completed on aeroplanes.
- (c) Holders of an LAPL(S) who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges:
 - (1) pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or
 - (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).

SECTION 5

Specific requirements for the LAPL for balloons — LAPL(B)

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SUBPART C
PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL)
AND BALLOON PILOT LICENCE (BPL)

SECTION 1
Common requirements

FCL.200 Minimum age

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

FCL.205 Conditions

Applicants for the issue of a PPL shall have fulfilled the requirements for the class or type rating for the aircraft used in the skill test, as established in Subpart H.

FCL.210 Training course

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

FCL.215 Theoretical knowledge examination

Applicants for a BPL, SPL or PPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

- (a) common subjects:
 - Air law,
 - Human performance,
 - Meteorology, and
 - Communications;
- (b) specific subjects concerning the different aircraft categories:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge, and
 - Navigation.

FCL.235 Skill test

- (a) Applicants for a BPL, SPL or PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) An applicant for the skill test shall have received flight instruction on the same class or type of aircraft, or a group of balloons to be used for the skill test.
- (c) Pass marks
 - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. Failure in more than 1 section will cause the applicant to fail the entire test. If the applicant fails only 1 section, he/she shall repeat only that section.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

SECTION 2
Specific requirements for the PPL aeroplanes — PPL(A)

SECTION 3
Specific requirements for the PPL helicopters — PPL(H)

SECTION 4
Specific requirements for the PPL airships — PPL(As)

SECTION 5
Specific requirements for the sailplane pilot licence (SPL)

FCL.205.S SPL Privileges and conditions

- (a) The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in FCL.135.S.
- (b) Holders of an SPL shall:
- (1) carry passengers only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes;
 - (2) be restricted to act without remuneration in non-commercial operations until they have:
 - (i) attained the age of 18 years;
 - (ii) completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes;
 - (iii) passed a proficiency check with an examiner.
- (c) Notwithstanding (b)(2), the holder of an SPL with instructor or examiner privileges may receive remuneration for:
- the provision of flight instruction for the LAPL(S) or the SPL;
 - the conduct of skill tests and proficiency checks for these licences;
 - the ratings and certificates attached to these licences.

FCL.210.S SPL Experience requirements and crediting

- (a) Applicants for an SPL shall have completed at least 15 hours of flight instruction on sailplanes or powered sailplanes, including at least the requirements specified in FCL.110.S.
- (b) Applicants for an SPL holding an LAPL(S) shall be fully credited towards the requirements for the issue of an SPL.

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

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

FCL.220.S SPL Launch methods

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

FCL.230.S SPL Recency requirements

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

SECTION 6
Specific requirements for the balloon pilot licence (BPL)

SUBPART D
COMMERCIAL PILOT LICENCE — CPL

SUBPART E
MULTI-CREW PILOT LICENCE — MPL

SUBPART F
AIRLINE TRANSPORT PILOT LICENCE — ATPL

SUBPART G
INSTRUMENT RATING — IR

SUBPART H
CLASS AND TYPE RATINGS

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SUBPART I

ADDITIONAL RATINGS

FCL.800 Aerobatic rating

- (a) Holders of a pilot licence for aeroplanes, TMG or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating.
- (b) Applicants for an aerobatic rating shall have completed:
 - (1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence;
 - (2) a training course at an ATO, including:
 - (i) theoretical knowledge instruction appropriate for the rating;
 - (ii) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft category.
- (c) The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. The privileges will be extended to another category of aircraft if the pilot holds a licence for that aircraft category and has successfully completed at least 3 dual training flights covering the full aerobatic training syllabus in that category of aircraft.

FCL.805 Sailplane towing and banner towing ratings

- (a) Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.
- (b) Applicants for a sailplane towing rating shall have completed:
 - (1) at least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence;
 - (2) a training course at an ATO including:
 - (i) theoretical knowledge instruction on towing operations and procedures;
 - (ii) at least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights; and
 - (iii) except for holders of an LAPL(S) or an SPL, 5 familiarisation flights in a sailplane which is launched by an aircraft.
- (c) Applicants for a banner towing rating shall have completed...
- (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.
- (e) In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months.
- (f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of an instructor.

FCL.810 Night rating

- (a) Aeroplanes, TMGs, airships.
 - (1) If the privileges of an LAPL or a PPL for aeroplanes, TMGs or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at an ATO. The course shall comprise:
 - (i) theoretical knowledge instruction;
 - (ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km and 5 solo take-offs and 5 solo full-stop landings.
 - (2) Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of the PPL.
 - (3) When applicants hold both a single-engine piston aeroplane (land) and a TMG class rating, they may complete the requirements in (1) above in either class or both classes.
- (b) *Helicopters...*

FCL.815 Mountain rating

- (a) Privileges. The privileges of the holder of a mountain rating are to conduct flights with aeroplanes or TMG to and from surfaces designated as requiring such a rating by the appropriate authorities designated by the Member States.
The initial mountain rating may be obtained either on:

- (1) wheels, to grant the privilege to fly to and from such surfaces when they are not covered by snow; or
 - (2) skis, to grant the privilege to fly to and from such surfaces when they are covered by snow.
 - (3) The privileges of the initial rating may be extended to either wheel or ski privileges when the pilot has undertaken an appropriate additional familiarisation course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.
- (b) Training course. Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.
 - (c) Skill test. After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The skill test shall contain:
 - (1) a verbal examination of theoretical knowledge;
 - (2) 6 landings on at least 2 different surfaces designated as requiring a mountain rating other than the surface of departure.
 - (d) Validity. A mountain rating shall be valid for a period of 24 months.
 - (e) Revalidation. For revalidation of a mountain rating, the applicant shall:
 - (1) have completed at least 6 mountain landings in the past 24 months; or
 - (2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).
 - (f) Renewal. If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).

FCL.820 Flight test rating

- (a) *Holders of a pilot licence for aeroplanes or helicopters shall only act as PIC in category 1 or 2 flight tests, as defined in Part-21, when they hold a flight test rating...*

SUBPART J INSTRUCTORS

SECTION 1 Common requirements

FCL.900 Instructor certificates

(a) General.

A person shall only carry out:

- (1) flight instruction in aircraft when he/she holds:
 - (i) a pilot licence issued or accepted in accordance with this Regulation;
 - (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;
- (2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.

(b) Special conditions:

- (1) In the case of introduction of new aircraft in the Member States or in an operator's fleet, when compliance with the requirements established in this Subpart is not possible, the competent authority may issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
- (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor.

(c) Instruction outside the territory of the Member States:

- (1) Notwithstanding paragraph (a), in the case of flight instruction provided in an ATO located outside the territory of the Member States, the competent authority may issue an instructor certificate to an applicant holding a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention, provided that the applicant:
 - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to instruct and in any case at least a CPL;
 - (ii) complies with the requirements established in this Subpart for the issue of the relevant instructor certificate;
 - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise instructional privileges in accordance with this Part.
- (2) The certificate shall be limited to providing flight instruction:
 - (i) in ATOs located outside the territory of the Member States;
 - (ii) to student pilots who have sufficient knowledge of the language in which flight instruction is given.

FCL.915 General prerequisites and requirements for instructors

(a) General.

An applicant for an instructor certificate shall be at least 18 years of age.

(b) Additional requirements for instructors providing flight instruction in aircraft. An applicant for or the holder of an instructor certificate with privileges to conduct flight instruction in an aircraft shall:

- (1) hold at least the licence and, where relevant, the rating for which flight instruction is to be given;
- (2) except in the case of the flight test instructor, have:
 - (i) completed at least 15 hours of flight as a pilot on the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or
 - (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft;
- (3) be entitled to act as PIC on the aircraft during such flight instruction.

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

- (1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held.
- (2) Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for all instructor certificates held.

FCL.920 Instructor competencies and assessment

All instructors shall be trained to achieve the following competences:

- Prepare resources,
- Create a climate conducive to learning,
- Present knowledge,
- Integrate Threat and Error Management (TEM) and crew resource management,
- Manage time to achieve training objectives,
- Facilitate learning,
- Assess trainee performance,
- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.

FCL.925 Additional requirements for instructors for the MPL

(a) Instructors conducting training for the MPL shall ...

FCL.930 Training course

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

FCL.935 Assessment of competence

- (a) Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.
- (b) This assessment shall include:
- (1) the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction;
 - (2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD;
 - (3) exercises adequate to evaluate the instructor's competencies.
- (c) The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction.
- (d) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

FCL.940 Validity of instructor certificates

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

SECTION 2

Specific requirements for the flight instructor — FI

FCL.905.FI FI Privileges and conditions

The privileges of an FI are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category;
- (b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes; class and group extensions for balloons and class extensions for sailplanes;
- (c) type ratings for single or multi-pilot airship;
- (d) a CPL in the appropriate aircraft category, provided that the FI has ...
- (e) the night rating, provided that the FI:
 - (1) is qualified to fly at night in the appropriate aircraft category;
 - (2) has demonstrated the ability to instruct at night to an FI qualified in accordance with (i) below; and
 - (3) complies with the night experience requirement of FCL.060(b)(2);
- (f) a towing or aerobatic rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with (i) below;

- (g) an IR in the appropriate aircraft category provided that the FI has ...
- (h) single-pilot multi-engine class or type ratings provided that the FI has ...
- (i) an FI, IRI, CRI, STI or MI certificate provided that the FI has...
- (j) an MPL, provided that the FI has...

FCL.910.FI FI Restricted privileges

- (a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:
 - (1) for the issue of the PPL, SPL, BPL and LAPL;
 - (2) in all integrated courses at PPL level, in case of aeroplanes and helicopters;
 - (3) for class and type ratings for single-pilot, single-engine aircraft, class and group extensions in the case of balloons and class extensions in the case of sailplanes;
 - (4) for the night, towing or aerobatic ratings.
- (b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.
- (c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:
 - (1) *for the FI(A) ...*
 - (2) *for the FI(H) ...*
 - (3) for the FI(As), FI(S) and FI(B), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.

FCL.915.FI FI Prerequisites

An applicant for an FI certificate shall:

- (a) *in the case of the FI(A) and FI(H)...*
- (b) *additionally, for the FI(A)...*
- (c) *additionally, for the FI(H)...*
- (d) *for an FI(As) ...*
- (e) for an FI(S), have completed 100 hours of flight time and 200 launches as PIC on sailplanes. Additionally, where the applicant wishes to give flight instruction on TMGs, he/she shall have completed 30 hours of flight time as PIC on TMGs and an additional assessment of competence on a TMG in accordance with FCL.935 with an FI qualified in accordance with FCL.905.FI(j);
- (f) *for an FI(B)...*

FCL.930.FI FI Training course

- (a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to this Part.
- (b) The FI training course shall include:
 - (1) 25 hours of teaching and learning;
 - (2) (i) *in the case of an FI(A), (H) and (As) ...*
(ii) in the case of an FI(B) or FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests;
 - (3) (i) *in the case of an FI(A) and (H) ...*
(ii) *in the case of an FI(As)...*
(iii) in the case of an FI(S), at least 6 hours or 20 take-offs of flight instruction;
(iv) in the case of an FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs;
(v) *in the case of an FI(B) ...*

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

FCL.940.FI FI Revalidation and renewal

- (a) For revalidation of an FI certificate, the holder shall fulfil 2 of the following 3 requirements:
 - (1) complete:
 - (i) *in the case of an FI(A) and (H) ...*
 - (ii) *in the case of an FI(As) ...*
 - (iii) in the case of an FI(S), at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate;
 - (iv) *in the case of an FI(B) ...*
 - (2) attend an instructor refresher seminar, within the validity period of the FI certificate;

- (3) pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate.
- (b) For the at least each alternate subsequent revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), (S) and (B), the holder shall have to pass an assessment of competence in accordance with FCL.935.
- (c) Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
 - (1) attend an instructor refresher seminar;
 - (2) pass an assessment of competence in accordance with FCL.935.

SECTION 4

Specific requirements for the type rating instructor — TRI

SECTION 5

Specific requirements for the class rating instructor — CRI

SECTION 6

Specific requirements for the instrument rating instructor — IRI

SECTION 7

Specific requirements for the synthetic flight instructor — SFI

SECTION 8

Specific requirements for the multi-crew cooperation instructor — MCCI

SECTION 9

Specific requirements for the synthetic training instructor — STI

SECTION 10

Mountain rating instructor — MI

SECTION 11

Specific requirements for the flight test instructor — FTI

...

SUBPART K EXAMINERS

SECTION 1 Common requirements

FCL.1000 Examiner certificates

- (a) General. Holders of an examiner certificate shall:
- (1) hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;
 - (2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.
- (b) Special conditions:
- (1) In the case of introduction of new aircraft in the Member States or in an operator's fleet, when compliance with the requirements in this Subpart is not possible, the competent authority may issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
 - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner.
- (c) Examination outside the territory of the Member States:
- (1) Notwithstanding paragraph (a), in the case of skill tests and proficiency checks provided in an ATO located outside the territory of the Member States, the competent authority of the Member State may issue an examiner certificate to an applicant holding a pilot licence issued by a third country in accordance with ICAO Annex 1, provided that the applicant:
 - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL;
 - (ii) complies with the requirements established in this Subpart for the issue of the relevant examiner certificate; and
 - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise examiner privileges in accordance with this Part.
 - (2) The certificate referred to in paragraph (1) shall be limited to providing skill tests and proficiency tests/checks:
 - (i) outside the territory of the Member States; and
 - (ii) to pilots who have sufficient knowledge of the language in which the test/check is given.

FCL.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate:
 - (1) to whom they have provided flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or
 - (2) when they have been responsible for the recommendation for the skill test, in accordance with FCL.030(b);
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

FCL.1010 Prerequisites for examiners

Applicants for an examiner certificate shall demonstrate:

- (a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- (b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with this Part, for non-compliance with the Basic Regulation and its Implementing Rules during the last 3 years.

FCL.1015 Examiner standardisation

- (a) Applicants for an examiner certificate shall undertake a standardisation course provided by the competent authority or by an ATO and approved by the competent authority.
- (b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:
 - (1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
 - (2) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
 - (3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.
- (c) Holders of an examiner certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate, unless:
 - (1) they have informed the competent authority of the applicant of their intention to conduct the skill test, proficiency check or assessment of competence and of the scope of their privileges as examiners;
 - (2) they have received a briefing from the competent authority of the applicant on the elements mentioned in (b)(3).

FCL.1020 Examiners assessment of competence

Applicants for an examiner certificate shall demonstrate their competence to an inspector from the competent authority or a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

FCL.1025 Validity, revalidation and renewal of examiner certificates

- (a) Validity. An examiner certificate shall be valid for 3 years.
- (b) Revalidation. An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:
 - (1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;
 - (2) attended an examiner refresher seminar provided by the competent authority or by an ATO and approved by the competent authority, during the last year of the validity period.
 - (3) One of the skill tests or proficiency checks completed during the last year of the validity period in accordance with (1) shall have been assessed by an inspector from the competent authority or by a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate.
 - (4) When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements in (b)(1) and (2) and FCL.1020 for one of the categories of examiner certificate held, in agreement with the competent authority.
- (c) Renewal. If the certificate has expired, applicants shall comply with the requirements of (b)(2) and FCL.1020 before they can resume the exercise of the privileges.
- (d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in FCL.1010 and FCL.1030.

FCL.1030 Conduct of skill tests, proficiency checks and assessments of competence

- (a) When conducting skill tests, proficiency checks and assessments of competence, examiners shall:
 - (1) ensure that communication with the applicant can be established without language barriers;
 - (2) verify that the applicant complies with all the qualification, training and experience requirements in this Part for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken;
 - (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- (b) After completion of the skill test or proficiency check, the examiner shall:
 - (1) inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant's right of appeal;
 - (2) in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, endorse the applicant's licence or certificate with the new expiry date of the rating or

- certificate, if specifically authorised for that purpose by the competent authority responsible for the applicant's licence;
- (3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the competent authority responsible for the applicant's licence, and to the competent authority that issued the examiner certificate. The report shall include:
 - (i) a declaration that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in this Part;
 - (ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;
 - (iii) the result of the test, check or assessment of competence.
 - (c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.
 - (d) Upon request by the competent authority responsible for the examiner certificate, or the competent authority responsible for the applicant's licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.

SECTION 2

Specific requirements for flight examiners — FE

FCL.1005.FE FE Privileges and conditions

- (a) *FE(A). The privileges of an FE for aeroplanes are to conduct ...*
- (b) *FE(H). The privileges of an FE for helicopters are to conduct...*
- (c) *FE(As). The privileges of an FE for airships are to conduct...*
- (d) **FE(S). The privileges of an FE for sailplanes are to conduct :**
 - (1) skill tests and proficiency checks for the SPL and the LAPL(S), provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;
 - (2) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 90 hours of flight instruction;
 - (3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG.
- (e) *FE(B). The privileges of an FE for balloons are to conduct ...*

FCL.1010.FE FE Prerequisites

An applicant for an FE certificate shall hold:
a FI certificate in the appropriate aircraft category.

SECTION 3
Specific requirements for type rating examiners — TRE

SECTION 4
Specific requirements for Class Rating Examiner — CRE

SECTION 5
Specific requirements for Instrument Rating Examiner — IRE

SECTION 6
Specific requirements for Synthetic Flight Examiner — SFE

SECTION 7
Specific requirements for the flight instructor examiner — FIE

FCL.1005.FIE FIE Privileges and conditions

- (a) *FIE(A). The privileges of an FIE on aeroplanes are to conduct ...*
- (b) *FIE(H). The privileges of an FIE on helicopters are to conduct ...*
- (c) *FIE(As), (S), (B). The privileges of an FIE on sailplanes, powered sailplanes, balloons and airships are to conduct assessments of competence for the issue, revalidation or renewal of instructor certificates on the applicable aircraft category, provided that the relevant instructor certificate is held.*

FCL.1010.FIE FIE Prerequisites

- (a) *FIE(A). Applicants for an FIE certificate for aeroplanes shall...*
- (b) *FIE(H). Applicants for an FIE certificate for helicopters shall...*
- (c) *FIE(As). Applicants for an FIE certificate for airships shall...*
- (d) **FIE(S). Applicants for an FIE certificate for sailplanes shall:**
 - (1) hold the relevant instructor certificate;
 - (2) have completed 500 hours of flight time as a pilot on sailplanes or powered sailplanes;
 - (3) have completed:
 - (i) for applicants wishing to conduct assessments of competence on TMGs, 10 hours or 30 take-offs instructing applicants for an instructor certificate in TMGs;
 - (ii) in all other cases, 10 hours or 30 launches instructing applicants for an instructor certificate.
- (e) *FIE(B). Applicants for an FIE certificate for balloons shall ...*

Appendix 1

Crediting of theoretical knowledge

A. CREDITING OF THEORETICAL KNOWLEDGE FOR THE ISSUE OF A PILOT LICENCE IN ANOTHER CATEGORY OF AIRCRAFT — BRIDGE INSTRUCTION AND EXAMINATION REQUIREMENTS

1. LAPL, PPL, BPL and SPL

- 1.1. For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in FCL.120(a).
- 1.2. Without prejudice to the paragraph above, for the issue of an LAPL, PPL, BPL or SPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and pass theoretical knowledge examinations to the appropriate level in the following subjects:
 - Principles of Flight,
 - Operational Procedures,
 - Flight Performance and Planning,
 - Aircraft General Knowledge, Navigation.
- 1.3. For the issue of a PPL, BPL or SPL, the holder of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.

2. CPL ...

3. ATPL ...

4. IR...

Appendix 2
Language Proficiency Rating Scale — Expert, extended and operational level

Appendix 3
Training courses for the issue of a CPL and an ATPL

Appendix 4
Skill test for the issue of a CPL

Appendix 5
Integrated MPL training course

Appendix 6
Modular training courses for the IR

Appendix 7
IR skill test

Appendix 8
Cross-crediting of the IR part of a class or type rating proficiency check

Appendix 9
Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

...

ANNEX II

CONDITIONS FOR THE CONVERSION OF EXISTING NATIONAL LICENCES AND RATINGS FOR AEROPLANES AND HELICOPTERS

...

ANNEX III

CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES

A. VALIDATION OF LICENCES

General

1. A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.
Pilots shall apply to the competent authority of the Member State where they reside or are established, or, if they are not residing in the territory of the Member States, where the operator for which they are flying or intend to fly has its principal place of business.
2. The period of validation of a licence shall not exceed 1 year, provided that the basic licence remains valid.
This period may only be extended once by the competent authority that issued the validation when, during the validation period, the pilot has applied, or is undergoing training, for the issuance of a licence in accordance with Part-FCL. This extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL.
The holders of a licence accepted by a Member State shall exercise their privileges in accordance with the requirements stated in Part-FCL.

Pilot licences for commercial air transport and other commercial activities

3. In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following ...

B. CONVERSION OF LICENCES

1. A PPL/BPL/SPL, a CPL or ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by the competent authority of a Member State.
The pilot shall apply to the competent authority of the Member State where he/she resides or is established.
2. The holder of the licence shall comply with the following minimum requirements, for the relevant aircraft category:
 - (a) pass a written examination in Air Law and Human Performance;
 - (b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Part-FCL;
 - (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;
 - (d) hold at least a Class 2 medical certificate, issued in accordance with Part-Medical;
 - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
 - (f) have completed at least 100 hours of flight time as a pilot.

C. ACCEPTANCE OF CLASS AND TYPE RATINGS

1. A valid class or type rating contained in a licence issued by a third country may be inserted in a Part-FCL licence provided that the applicant:
 - (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;
 - (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;
 - (c) is in current flying practice;

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ACCEPTABLE MEANS OF COMPLIANCE (AMCs) AND GUIDANCE MATERIAL (GM) TO PART FCL

SUBPART A GENERAL REQUIREMENTS

GM1 FCL.005 **Scope**

INTERPRETATIVE MATERIAL

- (a) Whenever licences, ratings, approvals or certificates are mentioned in Part-FCL, these are meant to be valid licences, ratings, approvals or certificates issued in accordance with Part-FCL. In all other cases, these documents are specified.
- (b) Whenever a reference is made to Member States to mutual recognition of licences, ratings, approvals or certificates, this means a European Union Member State and states associated to the Agency in accordance with Article 55 of the Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008.
- (c) Whenever 'or' is used as an inclusive 'or', it should be understood in the sense of 'and/or'.

GM1 FCL.010 **Definitions**

ABBREVIATIONS ...

AMC1 FCL.015 **Application and issue of licences, ratings and certificates**

APPLICATION AND REPORT FORMS

Common application and report forms can be found:

- (a) For skill tests, proficiency checks for issue, revalidation or renewal of LAPL, BPL, SPL, PPL, CPL and IR in AMC1 to Appendix 7.
- (b) For training, skill tests or proficiency checks for ATPL, MPL and class and type ratings, in AMC1 to Appendix 9.
- (c) For assessments of competence for instructors, in AMC5 FCL.935.

AMC1 FCL.025 **Theoretical knowledge examinations for the issue of licences**

TERMINOLOGY

The meaning of the following terms used in FCL.025 should be as follows:

- (a) 'Entire set of examinations': an examination in all subjects required by the licence level.
- (b) 'Examination': the demonstration of knowledge in one or more examination papers.
- (c) 'Examination paper': a set of questions to be answered by a candidate for examination.
- (d) 'Attempt': a try to pass a specific paper.
- (e) 'Sitting': a period of time established by the competent authority within which a candidate can take an examination. This period should not exceed 10 consecutive days. Only one attempt at each examination paper is allowed in one sitting.

AMC1 FCL.050 **Recording of flight time**

GENERAL

- (a) The record of the flights flown should contain at least the following information:
 - (1) personal details: name(s) and address of the pilot;
 - (2) for each flight: (i) name(s) of PIC; (ii) date of flight; (iii) place and time of departure and arrival; (iv) type, including make, model and variant, and registration of the aircraft; (v) indication if the aircraft is SE or ME, if applicable; (vi) total time of flight; (vii) accumulated total time of flight.
 - (3) for each FSTD session, if applicable: (i) type and qualification number of the training device; (ii) FSTD instruction; (iii) date; (iv) total time of session; (v) accumulated total time.
 - (4) details on pilot function, namely PIC, including solo, SPIC and PICUS time, co-pilot, dual, FI or FE;
 - (5) Operational conditions, namely if the operation takes place at night, or is conducted under instrument flight rules.
- (b) Logging of time:
 - (1) PIC flight time:
 - (i) the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;
 - (ii) the applicant for or the holder of a pilot licence may log as PIC time all solo flight time, flight time as SPIC and flight time under supervision provided that such SPIC time and flight time under supervision are countersigned by the instructor;

- (iii) the holder of an instructor certificate may log as PIC all flight time during which he or she acts as an instructor in an aircraft;
 - (iv) the holder of an examiner's certificate may log as PIC all flight time during which he or she occupies a pilot's seat and acts as an examiner in an aircraft;
 - (v) a co-pilot acting as PICUS on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by operational requirements provided that such PICUS time is countersigned by the PIC;
 - (vi) if the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.
- (2) co-pilot flight time: the holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted;
 - (3) cruise relief co-pilot flight time: a cruise relief co-pilot may log all flight time as co-pilot when occupying a pilot's seat;
 - (4) instruction time: a summary of all time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc., may be logged if certified by the appropriately rated or authorised instructor from whom it was received;
 - (5) PICUS flight time: provided that the method of supervision is acceptable to the competent authority, a co-pilot may log as PIC flight time flown as PICUS when all the duties and functions of PIC on that flight were carried out in such a way that the intervention of the PIC in the interest of safety was not required.
- (c) Format of the record:
- (1) details of flights flown under commercial air transport may be recorded in a computerised format maintained by the operator. In this case an operator should make the records of all flights operated by the pilot, including differences and familiarisation training, available upon request to the flight crew member concerned;
 - (2) for other types of flight, the pilot should record the details of the flights flown in the following logbook format. For sailplanes and balloons, a suitable format should be used that contains the relevant items mentioned in (a) and additional information specific to the type of operation.

PILOT LOGBOOK

Holder's name(s)

Holder's licence number

HOLDER'S ADDRESS:	
_____ _____ _____	_____ _____ [space for address change]
_____ _____ [space for address change]	_____ _____ [space for address change]
_____ _____ [space for address change]	_____ _____ [space for address change]

INSTRUCTIONS FOR USE

- (d) FCL.050 requires holders of a pilot licence to record details of all flights flown. This logbook enables pilot licence holders to record flying experience in a manner which will facilitate this process while providing a permanent record of the licence holders flying. Pilots who fly regularly aeroplanes and helicopters or other aircraft categories are recommended to maintain separate logbooks for each aircraft category.
- (e) Flight crew logbook entries should be made as soon as practicable after any flight undertaken. All entries in the logbook should be made in ink or indelible pencil.
- (f) The particulars of every flight in the course of which the holder of a flight crew licence acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for each flight, provided that if an aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.
- (g) Flight time is recorded:
 - (1) for aeroplanes, touring motor gliders and powered-lift aircraft, from the moment an aircraft first moves to taking off until the moment it finally comes to rest at the end of the flight;
 - (2) for helicopters, from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;
 - (3) for airships, from the moment an airship is released from the mast to taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;
- (h) When an aircraft carries two or more pilots as members of the operating crew, one of them shall, before the flight commences, be designated by the operator as the aircraft PIC, according to operational requirements, who may delegate the conduct of the flight to another suitably qualified pilot. All flying carried out as PIC is entered in the logbook as 'PIC'. A pilot flying as 'PICUS' or 'SPIC' enters flying time as 'PIC' but all such entries are to be certified by the PIC or FI in the 'Remarks' column of the logbook.
- (i) Notes on recording of flight time:
 - (1) column 1: enter the date (dd/mm/yy) on which the flight commences;
 - (2) column 2 or 3: enter the place of departure and destination either in full or the internationally recognised three or four letter designator. All times should be in UTC;
 - (3) column 5: indicate whether the operation was SP or MP, and for SP operation whether SE or ME;
 - (4) column 6: total time of flight may be entered in hours and minutes or decimal notation as desired;
 - (5) column 7: enter the name(s) of PIC or SELF as appropriate;
 - (6) column 8: indicate the number of landings as pilot flying by day or night;
 - (7) column 9: enter flight time undertaken at night or under instrument flight rules if applicable;
 - (8) column 10: pilot function time:
 - (i) enter flight time as PIC, SPIC and PICUS as PIC;
 - (ii) all time recorded as SPIC or PICUS is countersigned by the aircraft PIC/FI in the 'remarks' (column 12);
 - (iii) instructor time should be recorded as appropriate and also entered as PIC.
- (9) column 11: FSTD:
 - (i) for any FSTD enter the type of aircraft and qualification number of the device. For other flight training devices enter either FNPT I or FNPT II as appropriate;
 - (ii) total time of session includes all exercises carried out in the device, including pre- and after-flight checks;
 - (iii) enter the type of exercise performed in the 'remarks' (column 12), for example operator proficiency check, revalidation.
- (10) column 12: the 'remarks' column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:
 - (i) instrument flight time undertaken as part of the training for a licence or rating;
 - (ii) details of all skill tests and proficiency checks;
 - (iii) signature of PIC if the pilot is recording flight time as SPIC or PICUS;
 - (iv) signature of instructor if flight is part of an SEP or TMG class rating revalidation.
 - (j) When each page is completed, accumulated flight time or hours should be entered in the appropriate columns and certified by the pilot in the 'remarks' column.

Example:

1	2		3		4		5			6		7	8		
DATE (dd/mm/yy)	DEPARTURE		ARRIVAL		AIRCRAFT		SINGLE PILOT TIME		MULTI-PILOT TIME	TOTAL TIME OF FLIGHT		NAME(S) PIC	LANDINGS		
	PLACE	TIME	PLACE	TIME	MAKE, MODEL, VARIANT	REGISTRATION	SE	ME					DAY	NIGHT	
08/04/12	LFAC	1025	EGBJ	1240	PA34-250	G-SENE		✓			2	15	SELF	1	
09/04/12	EGBJ	1810	EGBJ	1930	C152	G-NONE	✓				1	20	SELF		2
11/04/12	LGW	1645	LAX	0225	B747-400	G-ABCD			9	40	9	40	NAME(S) PIC		1

Example:

9		10				11				12		
OPERATIONAL CONDITION TIME		PILOT FUNCTION TIME				FSTD SESSION				REMARKS AND ENDORSEMENTS		
NIGHT	IFR	PIC		CO-PILOT		DUAL	INSTRUCTOR OR		DATE (dd/mm/yy)	TYPE	TOTAL TIME OF SESSION	
		2	15	2	15							
1	20			1	20			1	20			Night rating training
								10/04/12	B747-400 (Q1234)	4	10	Revalidation proficiency check
8	10	9	40	9	40							PIC(US): signature of NAME(S) PIC

RATING SCALE

SPECIFIC REQUIREMENTS FOR HOLDERS OF AN IR USE OF ENGLISH LANGUAGE

AMC1 FCL.060(b)(1) Recent experience When a pilot needs to carry out one or more flights with an instructor or an examiner to comply with the requirement of FCL.060(b)(1) before the pilot can carry passengers, the instructor or examiner on board those flights will not be considered as a passenger.

GM1 FCL.060(b)(1) Recent experience

AEROPLANES, HELICOPTERS, POWERED-LIFT, AIRSHIPS AND SAILPLANES

If a pilot or a PIC is operating under the supervision of an instructor to comply with the required three take-offs, approaches and landings, no passengers may be on board.

AMC1 FCL.060(b)(5) Recent experience
NON-COMPLEX HELICOPTERS

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SUBPART B

LIGHT AIRCRAFT PILOT LICENCE - LAPL

LAPL AMC1 FCL.115; FCL.120

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL

- (a) The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity. The theoretical knowledge instruction provided by the ATO should include a certain element of formal classroom work but may also include other methods of delivery for example interactive video, slide or tape presentation, computer-based training and other media distance learning courses. The training organisation responsible for the training has to check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.
- (b) The following tables contain the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the LAPL(B) and LAPL(S). The syllabi for the theoretical knowledge instruction and examination for the PPL(A) and PPL(H) in AMC1 FCL.210 and FCL.215 should be used for the LAPL(A) and the LAPL(H), respectively.

I. COMMON SUBJECTS [FOR LAPL(S) AND LAPL(B)]

1. AIR LAW AND ATC PROCEDURES

- 1.1. International law: conventions, agreements and organisations
- 1.2. Airworthiness of aircraft
- 1.3. Aircraft nationality and registration marks
- 1.4. Personnel licensing
- 1.5. Rules of the air
- 1.6. Procedures for air navigation: aircraft operations
- 1.7. Air traffic regulations: airspace structure
- 1.8. ATS and air traffic management
- 1.9. AIS
- 1.10. Aerodromes, external take-off sites
- 1.11. Search and rescue
- 1.12. Security
- 1.13. Accident reporting
- 1.14. National law

2. HUMAN PERFORMANCE

- 2.1. Human factors: basic concepts
- 2.2. Basic aviation physiology and health maintenance
- 2.3. Basic aviation psychology

3. METEOROLOGY

- 3.1. The atmosphere
- 3.2. Wind
- 3.3. Thermodynamics
- 3.4. Clouds and fog
- 3.5. Precipitation
- 3.6. Air masses and fronts
- 3.7. Pressure systems
- 3.8. Climatology
- 3.9. Flight hazards
- 3.10. Meteorological information

4. COMMUNICATIONS

- 4.1. VFR communications
- 4.2. Definitions
- 4.3. General operating procedures
- 4.4. Relevant weather information terms (VFR)
- 4.5. Action required to be taken in case of communication failure

- 4.6. Distress and urgency procedures
- 4.7. General principles of VHF propagation and allocation of frequencies

II. ADDITIONAL SUBJECTS FOR EACH CATEGORY

II. A. SAILPLANES

5. PRINCIPLES OF FLIGHT - SAILPLANE

- 5.1. Aerodynamics (airflow)
- 5.2. Flight mechanics
- 5.3. Stability
- 5.4. Control
- 5.5. Limitations (load factor and manoeuvres)
- 5.6. Stalling and spinning

6. OPERATIONAL PROCEDURES - SAILPLANE

- 6.1. General requirements
- 6.2. Launch methods
- 6.3. Soaring techniques
- 6.4. Circuits and landing
- 6.5. Outlandings
- 6.6. Special operational procedures and hazards
- 6.7. Emergency procedures

7. FLIGHT PERFORMANCE AND PLANNING - SAILPLANE

- 7.1. Verifying mass and balance
- 7.2. Speed polar of sailplanes or cruising speed
- 7.3. Flight planning and task setting
- 7.4. ICAO flight plan (ATS flight plan)
- 7.5. Flight monitoring and in-flight re-planning

8. AIRCRAFT GENERAL KNOWLEDGE, AIRFRAME AND SYSTEMS AND EMERGENCY EQUIPMENT – SAILPLANE

- 8.1. Airframe
- 8.2. System design, loads and stresses
- 8.3. Landing gear, wheels, tyres and brakes
- 8.4. Mass and balance
- 8.5. Flight controls
- 8.6. Instruments
- 8.7. Manuals and documents
- 8.8. Airworthiness and maintenance

9. NAVIGATION – SAILPLANE

- 9.1. Basics of navigation
- 9.2. Magnetism and compasses
- 9.3. Charts
- 9.4. Dead reckoning navigation
- 9.5. In-flight navigation
- 9.6. Global navigation satellite systems

II. B. BALLOON

AMC1 FCL.120; FCL.125

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE LAPL

- (a) Theoretical knowledge examination
 - (1) The examinations should be in written form and should comprise a total of 120 multiple-choice questions covering all the subjects.
 - (2) For the subject 'communication' practical classroom testing may be conducted.
 - (3) The competent authority should inform applicants of the language(s) in which the examinations will be conducted.
- (b) Skill test Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.
- (c) Conduct of the test
 - (1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.
 - (2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
 - (3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

AMC1 FCL.125 LAPL — Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(A)

AMC2 FCL.125 LAPL — Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(H)

AMC1 FCL.125; FCL.235

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(S) AND OF AN SPL

- (a) An applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board.
- (b) The applicant should indicate to the FE the checks and duties carried out. Checks should be completed in accordance with the flight manual or the authorised checklist for the sailplane on which the test is being taken.

FLIGHT TEST TOLERANCE

- (c) The applicant should demonstrate the ability to:
 - (1) operate the sailplane within its limitations;
 - (2) complete all manoeuvres with smoothness and accuracy;
 - (3) exercise good judgment and airmanship;
 - (4) apply aeronautical knowledge;
 - (5) maintain control of the sailplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

CONTENT OF THE SKILL TEST

- (d) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a LAPL(S) and of an SPL:

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE

Use of checklist, airmanship (control of sailplane by external visual reference), look-out. Apply in all sections.
a Pre-flight sailplane (daily) inspection, documentation, NOTAM and weather briefing b Verifying in-limits mass and balance and performance calculation c Sailplane servicing compliance d Pre-take-off checks

SECTION 2 LAUNCH METHOD

Note: at least for one of the three launch methods all the mentioned items are fully exercised during the skill test

SECTION 2 (A) WINCH OR CAR LAUNCH

- a Signals before and during launch, including messages to winch driver
- b Adequate profile of winch launch
- c Simulated launch failure
- d Situational awareness

SECTION 2 (B) AEROTOW LAUNCH

- a Signals before and during launch, including signals to or communications with tow plane pilot for any problems
- b Initial roll and take-off climb
- c Launch abandonment (simulation only or 'talk-through')
- d Correct positioning during straight flight and turns
- e Out of position and recovery
- f Correct release from tow
- g Look-out and airmanship through whole launch phase

SECTION 2 (C) SELF-LAUNCH (powered sailplanes only)

- a ATC compliance (if applicable)
- b Aerodrome departure procedures
- c Initial roll and take-off climb
- d Look-out and airmanship during the whole take-off
- e Simulated engine failure after take-off
- f Engine shut down and stowage

SECTION 3 GENERAL AIRWORK

- a Maintain straight flight: attitude and speed control
- b Coordinated medium (30 °bank) turns, look-out procedures and collision avoidance
- c Turning on to selected headings visually and with use of compass
- d Flight at high angle of attack (critically low air speed)
- e Clean stall and recovery
- f Spin avoidance and recovery
- g Steep (45 °bank) turns, look-out procedures and collision avoidance
- h Local area navigation and awareness

SECTION 4 CIRCUIT, APPROACH AND LANDING

- a Aerodrome circuit joining procedure
- b Collision avoidance: look-out procedures
- c Pre-landing checks
- d Circuit, approach control and landing
- e Precision landing (simulation of out-landing and short field)
- f Crosswind landing if suitable conditions

AMC2 FCL.125; FCL.235

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(B) AND OF AN BPL

AMC1 FCL.110.A LAPL(A) — Experience requirements and crediting

FLIGHT INSTRUCTION FOR THE LAPL (A)

AMC2 FCL.110.A LAPL(A) — Experience requirements and crediting

CREDITING: PRE-ENTRY FLIGHT TEST

GM1 FCL.135.A; FCL.135.H

DIFFERENCES AND FAMILIARISATION TRAINING

AMC1 FCL.110.H LAPL(H) — Experience requirements and crediting

FLIGHT INSTRUCTION FOR THE LAPL(H)

AMC2 FCL.110.H LAPL(H) — Experience requirements and crediting

CREDITING: PRE-ENTRY FLIGHT TEST

AMC1 FCL.110.S LAPL(S) — Experience requirements and crediting

CREDITING: PRE-ENTRY FLIGHT TEST

The pre-entry flight test referred to in FCL.110.S(c) should cover the total content of the syllabus of flight instruction for the issuance of the LAPL(S), in accordance with AMC1 FCL.110.S and FCL.210.S.

AMC1 FCL.110.S; FCL.210.S

FLIGHT INSTRUCTION FOR THE LAPL(S) AND THE SPL

(a) Entry to training

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) Flight instruction

- (1) The LAPL (S) and SPL flight instruction syllabus should take into account the principles of threat and error management and also cover:
 - (i) pre-flight operations, including verifying mass and balance, aircraft inspection and servicing, airspace and weather briefing;
 - (ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (iii) control of the aircraft by external visual reference;
 - (iv) flight at high angle of attack (critically low air speeds), recognition of, and recovery from, incipient and full stalls and spins;
 - (v) flight at critically high air speeds, recognition of, and recovery from spiral dive;
 - (vi) normal and crosswind take-offs in respect with the different launch methods;
 - (vii) normal and crosswind landings;
 - (viii) short field landings and outlandings: field selection, circuit and landing hazards and precautions;
 - (ix) cross-country flying using visual reference, dead reckoning and available navigation aids;
 - (x) soaring techniques as appropriate to site conditions;
 - (xi) emergency actions;
 - (xii) compliance with air traffic services procedures and communication procedures.
- (2) Before allowing the applicant to undertake his/her first solo flight, the FI should ensure that the applicant can operate the required systems and equipment.

(c) Syllabus of flight instruction

- (1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:
 - (i) the applicant's progress and ability;
 - (ii) the weather conditions affecting the flight;
 - (iii) the flight time available;
 - (iv) instructional technique considerations;
 - (v) the local operating environment;
 - (vi) applicability of the exercises to the sailplane type.
- (2) At the discretion of the instructors some of the exercises may be combined and some other exercises may be done in several flights.
- (3) At least the exercises 1 to 12 have to be completed before the first solo flight.
- (4) Each of the exercises involves the need for the applicant to be aware of the needs for good airmanship and look-out, which should be emphasised at all times
 - (i) Exercise 1: Familiarisation with the sailplane:
 - (A) characteristics of the sailplane;
 - (B) cockpit layout: instruments and equipment;
 - (C) light controls: stick, pedals, airbrakes, flaps and trim;
 - (D) cable release and undercarriage;
 - (E) checklists, drills and controls.
 - (ii) Exercise 2: Procedures if emergencies:
 - (A) use of safety equipment (parachute);
 - (B) action if system failures;
 - (C) bail-out procedures.

- (iii) Exercise 3: Preparation for flight:
 - (A) pre-flight briefings;
 - (B) required documents on board;
 - (C) equipment required for the intended flight;
 - (D) ground handling, movements, tow out, parking and security;
 - (E) pre-flight external and internal checks;
 - (F) verifying in-limits mass and balance;
 - (G) harness, seat or rudder panel adjustments;
 - (H) passenger handling;
 - (I) pre-launch checks.

- (iv) Exercise 4: Initial air experience:
 - (A) area familiarisation;
 - (B) look-out procedures.

- (v) Exercise 5: Effects of controls:
 - (A) look-out procedures;
 - (B) use of visual references;
 - (C) primary effects when laterally level and when banked;
 - (D) reference attitude and effect of elevator;
 - (E) relationship between :
 - (a) flaps (if available);
 - (b) airbrakes.

- (vi) Exercise 6: Coordinated rolling to and from moderate angles of bank:
 - (A) look-out procedures;
 - (B) further effects of aileron (adverse yaw) and rudder (roll);
 - (C) coordination;
 - (D) rolling to and from moderate angles of bank and return to straight flight.

- (vii) Exercise 7: Straight flying:
 - (A) look-out procedures;
 - (B) maintaining straight flight;
 - (C) flight at critically high air speeds;
 - (D) demonstration of inherent pitch stability;
 - (E) control in pitch, including use of trim;
 - (F) lateral level, direction and balance and trim;
 - (G) air speed: instrument monitoring and control.

- (viii) Exercise 8: Turning:
 - (A) look-out procedures;
 - (B) demonstration and correction of adverse yaw;
 - (C) entry to turn (medium level turns);
 - (D) stabilising turns;
 - (E) exiting turns;
 - (F) faults in the turn (slipping and skidding);
 - (G) turns on to selected headings and use of compass;
 - (H) use of instruments (ball indicator or slip string) for precision.

- (ix) Exercise 9a: Slow flight:

Note: the objective is to improve the student's ability to recognise inadvertent flight at critically low speeds (high angle of attack) and to provide practice in maintaining the sailplane in balance while returning to normal attitude (speed).

 - (A) safety checks;
 - (B) introduction to characteristics of slow flight;
 - (C) controlled flight down to critically high angle of attack (slow air speed).

- (x) Exercise 9b: Stalling:
 - (A) safety checks;
 - (B) pre-stall symptoms, recognition and recovery;
 - (C) stall symptoms, recognition and recovery;
 - (D) recovery when a wing drop
 - (E) approach to stall in the approach and in the landing configurations;

- (F) recognition and recovery from accelerated stalls.
- (xi) Exercise 10: Spin recognition and spin avoidance:
- (A) safety checks;
 - (B) stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°);
 - (C) entry into fully developed spins (if suitable training aircraft available);
 - (D) recognition of full spins (if suitable training aircraft available);
 - (E) standard spin recovery (if suitable training aircraft available);
 - (F) instructor induced distractions during the spin entry (if suitable training aircraft available).
- Note: consideration of manoeuvre limitations and the need to refer to the sailplane manual and mass and balance calculations. If no suitable training aircraft is available to demonstrate the fully developed spin, all the aspects related to these training items have to be covered by specific theoretical instruction.
- (xii) Exercise 11: Take-off or launch methods:
At least one launch method must be taught containing all the subjects below.
- (xiii) Exercise 11a: Winch launch:
- (A) signals or communication before and during launch;
 - (B) use of the launching equipment;
 - (C) pre-take-off checks;
 - (D) into wind take-off;
 - (E) crosswind take-off;
 - (F) optimum profile of winch launch and limitations;
 - (G) release procedures;
 - (H) launch failure procedures.
- (xiv) Exercise 11b: Aero tow:
- (A) signals or communication before and during launch;
 - (B) use of the launch equipment;
 - (C) pre-take-off checks;
 - (D) into wind take-off;
 - (E) crosswind take-off;
 - (F) on tow: straight flight, turning and slip stream;
 - (G) out of position in tow and recovery;
 - (H) descending on tow (towing aircraft and sailplane);
 - (I) release procedures;
 - (J) launch failure and abandonment.
- (xv) Exercise 11c: Self-launch:
- (A) engine extending and retraction procedures;
 - (B) engine starting and safety precautions;
 - (C) pre-take-off checks;
 - (D) noise abatement procedures;
 - (E) checks during and after take-off;
 - (F) into wind take-off;
 - (G) crosswind take-off;
 - (H) power failures and procedures;
 - (I) abandoned take-off;
 - (J) maximum performance (short field and obstacle clearance) take-off;
 - (K) short take-off and soft field procedure or techniques and performance calculations.
- (xvi) Exercise 11d: Car launch:
- (A) signals before and during launch;
 - (B) use of the launch equipment;
 - (C) pre-take-off checks;
 - (D) into wind take-off;
 - (E) crosswind take-off;
 - (F) optimum launch profile and limitations;
 - (G) release procedures;
 - (H) launch failure procedures.

- (xvii) Exercise 11e: Bungee launch:
- (A) signals before and during launch;
 - (B) use of the launch equipment;
 - (C) pre-take-off checks;
 - (D) into wind take-off.
- (xviii) Exercise 12: Circuit, approach and landing:
- (A) procedures for rejoining the circuit;
 - (B) collision avoidance, look-out techniques and procedures;
 - (C) pre-landing checks: circuit procedures, downwind and base leg;
 - (D) effect of wind on approach and touchdown speeds;
 - (E) use of flaps (if applicable);
 - (F) visualisation of an aiming point;
 - (G) approach control and use of airbrakes;
 - (H) normal and crosswind approach and landing;
 - (I) short landing procedures or techniques.
- (xix) Exercise 13: First solo:
- (A) instructor's briefing including limitations;
 - (B) awareness of local area and restrictions;
 - (C) use of required equipment;
 - (D) observation of flight and debriefing by instructor.
- (xx) Exercise 14: Advanced turning:
- (A) steep turns (45°);
 - (B) stalling and spin avoidance in the turn and recovery;
 - (C) recoveries from unusual attitudes, including spiral dives.
- (xxi) Exercise 15: Soaring techniques:
At least one of the three soaring techniques must be taught containing all subjects below.
- (xxii) Exercise 15a: Thermalling:
- (A) look-out procedures;
 - (B) detection and recognition of thermals;
 - (C) use of audio soaring instruments;
 - (D) joining a thermal and giving way;
 - (E) flying in close proximity to other sailplanes;
 - (F) centring in thermals;
 - (G) leaving thermals.
- (xxiii) Exercise 15b: Ridge flying:
- (A) look-out procedures;
 - (B) practical application of ridge flying rules;
 - (C) optimisation of flight path;
 - (D) speed control.
- (xxiv) Exercise 15C: Wave flying:
- (A) look-out procedures;
 - (B) wave access techniques;
 - (C) speed limitations with increasing height;
 - (D) use of oxygen.
- (xxv) Exercise 16: Out-landings:
- (A) gliding range;
 - (B) restart procedures (only for self-launching and self-sustaining sailplanes);
 - (C) selection of landing area;
 - (D) circuit judgement and key positions;
 - (E) circuit and approach procedures;
 - (F) actions after landing.
- (xxvi) Exercise 17: Cross-country flying:
If the required cross-country flight will be conducted as a solo cross-country flight, all the subjects below must be taught before.

- (xxvii) Exercise 17a: Flight planning:
- (A) weather forecast and actuals;
 - (B) NOTAMs and airspace considerations;
 - (C) map selection and preparation;
 - (D) route planning;
 - (E) radio frequencies (if applicable);
 - (F) pre-flight administrative procedure;
 - (G) flight plan where required;
 - (H) mass and performance;
 - (I) alternate aerodromes and landing areas;
 - (J) safety altitudes.

- (xxviii) Exercise 17b: In-flight navigation:
- (A) maintaining track and re-routing considerations;
 - (B) use of radio and phraseology (if applicable);
 - (C) in-flight planning;
 - (D) procedures for transiting regulated airspace or ATC liaison where required;
 - (E) uncertainty of position procedure;
 - (F) lost procedure;
 - (G) use of additional equipment where required;
 - (H) joining, arrival and circuit procedures at remote aerodrome.

- (xix) Exercise 17c: Cross-country techniques:
- (A) look-out procedures;
 - (B) maximising potential cross-country performance;
 - (C) risk reduction and threat reaction

AMC1 FCL.135.S; FCL.205.S(a)**EXTENSION OF PRIVILEGES TO TMG: LAPL(S) AND SPL**

(a) The aim of the flight training is to qualify LAPL(S) or SPL holders to exercise the privileges of the licence on a TMG.

(b) The ATO should issue a certificate of satisfactory completion of the training.

(c) Theoretical knowledge

The theoretical knowledge syllabus should cover the revision or explanation of:

(1) Principles of flight:

- (i) operating limitations (addition TMG);
- (ii) propellers; (iii) flight mechanics.

(2) Operational procedures for TMG:

- (i) special operational procedures and hazards;
- (ii) emergency procedures.

(3) Flight performance and planning:

- (i) mass and balance considerations;
- (ii) loading;
- (iii) CG calculation;
- (iv) load and trim sheet;
- (v) performance of TMGs;
- (vi) flight planning for VFR flights;
- (vii) fuel planning;
- (viii) pre-flight preparation;
- (ix) ICAO flight plan;
- (x) flight monitoring and in-flight re-planning.

(4) Aircraft general knowledge:

- (i) system designs, loads, stresses, maintenance;
- (ii) airframe;
- (iii) landing gear, wheels, tyres, brakes;
- (iv) fuel system;
- (v) electrics;
- (vi) piston engines;
- (vii) propellers;
- (viii) instrument and indication systems.

(5) Navigation:

- (i) dead reckoning navigation (addition powered flying elements);
- (ii) in-flight navigation (addition powered flying elements);
- (iii) basic radio propagation theory;
- (iv) radio aids (basics);
- (v) radar (basics);
- (vi) GNSS.

(d) Flight instruction

(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed.

(2) The flying exercises should cover the revision or explanation of the following exercises:

(i) Exercise 1: Familiarisation with the TMG:

- (A) characteristics of the TMG;
- (B) cockpit layout;
- (C) systems;
- (D) checklists, drills and controls.

(ii) Exercise 1e: Emergency drills:

- (A) action if fire on the ground and in the air;
- (B) engine cabin and electrical system fire;
- (C) systems failure;
- (D) escape drills, location and use of emergency equipment and exits.

- (iii) Exercise 2: Preparation for and action after flight:
 - (A) serviceability documents;
 - (B) equipment required, maps, etc.;
 - (C) external checks;
 - (D) internal checks;
 - (E) harness and seat or rudder panel adjustments;
 - (F) starting and warm-up checks;
 - (G) power checks;
 - (H) running down system checks and switching off the engine;
 - (I) parking, security and picketing (for example tie down);
 - (J) completion of authorisation sheet and serviceability documents.

- (iv) Exercise 3: Taxiing:
 - (A) pre-taxi checks;
 - (B) starting, control of speed and stopping;
 - (C) engine handling;
 - (D) control of direction and turning;
 - (E) turning in confined spaces;
 - (F) parking area procedure and precautions;
 - (G) effects of wind and use of flying controls;
 - (H) effects of ground surface;
 - (I) freedom of rudder movement;
 - (J) marshalling signals;
 - (K) instrument checks;
 - (L) air traffic control procedures (if applicable).

- (v) Exercise 3e: Emergencies: brake and steering failure.

- (vi) Exercise 4: Straight and level:
 - (A) at normal cruising power, attaining and maintaining straight and level flight;
 - (B) flight at critically high air speeds;
 - (C) demonstration of inherent stability;
 - (D) control in pitch, including use of trim;
 - (E) lateral level, direction and balance and trim;
 - (F) at selected air speeds (use of power);
 - (G) during speed and configuration changes;
 - (H) use of instruments for precision.

- (vii) Exercise 5: Climbing:
 - (A) entry, maintaining the normal and max rate climb and levelling off;
 - (B) levelling off at selected altitudes;
 - (C) en-route climb (cruise climb);
 - (D) climbing with flap down;
 - (E) recovery to normal climb;
 - (F) maximum angle of climb;
 - (G) use of instruments for precision.

- (viii) Exercise 6: Descending:
 - (A) entry, maintaining and levelling off;
 - (B) levelling off at selected altitudes;
 - (C) glide, powered and cruise descent (including effect of power and air speed);
 - (D) side slipping (on suitable types);
 - (E) use of instruments for precision flight.

- (ix) Exercise 7: Turning:
 - (A) entry and maintaining medium level turns;
 - (B) resuming straight flight;
 - (C) faults in the turn (incorrect pitch, bank and balance);
 - (D) climbing turns;
 - (E) descending turns;
 - (F) slipping turns (on suitable types);
 - (G) turns onto selected headings, use of gyro heading indicator or compass;
 - (H) use of instruments for precision.

- (x) Exercise 8a: Slow flight:
 Note: the objective is to improve the pilot's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the TMG in balance while returning to normal air speed.
- (A) safety checks;
 - (B) introduction to slow flight;
 - (C) controlled flight down to critically slow air speed;
 - (D) application of full power with correct attitude and balance to achieve normal climb speed.
- (xi) Exercise 8b: Stalling:
- (A) airmanship;
 - (B) safety checks;
 - (C) symptoms;
 - (D) recognition;
 - (E) clean stall and recovery without power and with power;
 - (F) recovery when a wing drops;
 - (G) approach to stall in the approach and in the landing configurations, with and without power, recovery at the incipient stage.
- (xii) Exercise 9: Take-off and climb to downwind position:
- (A) pre-take-off checks;
 - (B) into wind take-off;
 - (C) safeguarding the nose wheel (if applicable);
 - (D) crosswind take-off;
 - (E) drills during and after take-off;
 - (F) short take-off and soft field procedure or techniques including performance calculations;
 - (G) noise abatement procedures.
- (xiii) Exercise 10: Circuit, approach and landing:
- (A) circuit procedures, downwind and base leg;
 - (B) powered approach and landing;
 - (C) safeguarding the nose wheel (if applicable);
 - (D) effect of wind on approach and touchdown speeds;
 - (E) use of airbrakes, flaps, slats or spoilers;
 - (F) crosswind approach and landing;
 - (G) glide approach and landing (engine stopped);
 - (H) short landing and soft field procedures or techniques;
 - (I) flapless approach and landing (if applicable);
 - (J) wheel landing (tail wheel aeroplanes);
 - (K) missed approach and go-around;
 - (L) noise abatement procedures.
- (xiv) Exercise 9/10e: Emergencies:
- (A) abandoned take-off;
 - (B) engine failure after take-off;
 - (C) mislanding and go-around;
 - (D) missed approach.
- Note: in the interests of safety it will be necessary for pilots trained on nose wheel TMGs to undergo dual conversion training before flying tail wheel TMGs, and vice versa.
- (xv) Exercise 11: Advanced turning:
- (A) steep turns (45 °), level and descending;
 - (B) stalling in the turn and recovery;
 - (C) recoveries from unusual attitudes, including spiral dives.
- (xvi) Exercise 12: Stopping and restarting the engine:
- (A) engine cooling procedures;
 - (B) switching off procedure in-flight;
 - (C) sailplane operating procedures;
 - (D) restarting procedure.
- (xvii) Exercise 13: Forced landing without power:
- (A) forced landing procedure;
 - (B) choice of landing area, provision for change of plan;

- (C) gliding distance;
- (D) descent plan;
- (E) key positions;
- (F) engine failure checks;
- (G) use of radio;
- (H) base leg;
- (I) final approach;
- (J) landing;
- (K) actions after landing.

(xviii) Exercise 14: Precautionary landing:

- (A) full procedure away from aerodrome to break-off height;
- (B) occasions necessitating;
- (C) in-flight conditions;
- (D) landing area selection:
 - (a) normal aerodrome;
 - (b) disused aerodrome;
 - (c) ordinary field.
- (E) circuit and approach;
- (F) actions after landing.

(xix) Exercise 15a: Navigation

- (A) Flight planning
 - (a) weather forecast and actuals;
 - (b) map selection and preparation:
 - (1) choice of route;
 - (2) airspace structure;
 - (3) safety altitudes.
 - (c) calculations:
 - (1) magnetic heading(s) and time(s) en-route;
 - (2) fuel consumption;
 - (3) mass and balance;
 - (4) mass and performance.
 - (d) flight information:
 - (1) NOTAMs, etc.;
 - (2) radio frequencies;
 - (3) selection of alternate aerodromes.
 - (e) TMG documentation;
 - (f) notification of the flight:
 - (1) pre-flight administrative procedures;
 - (2) flight plan form.
- (B) Departure:
 - (a) organisation of cockpit workload;
 - (b) departure procedures:
 - (1) altimeter settings;
 - (2) ATC liaison in regulated airspace;
 - (3) setting heading procedure;
 - (4) noting of ETAs.
- (C) En-route:
 - (a) maintenance of altitude and heading;
 - (b) revisions of ETA and heading;
 - (c) log keeping;
 - (d) use of radio or compliance with ATC procedures;
 - (e) minimum weather conditions for continuation of flight;
 - (f) in-flight decisions;
 - (g) transiting controlled or regulated airspace;
 - (h) diversion procedures;
 - (i) uncertainty of position procedure;
 - (j) lost procedure.
- (D) Arrival, aerodrome joining procedure:
 - (a) ATC liaison in regulated airspace;
 - (b) altimeter setting;
 - (c) entering the traffic pattern;

- (d) circuit procedures;
- (e) parking;
- (f) security of TMG;
- (g) refuelling;
- (h) closing of flight plan, if appropriate;
- (i) post-flight administrative procedures.

- (xx) Exercise 15b: Navigation problems at lower levels and in reduced visibility:
- (A) actions before descending;
 - (B) hazards (for example obstacles and terrain);
 - (C) difficulties of map reading;
 - (D) effects of wind and turbulence;
 - (E) vertical situational awareness (avoidance of controlled flight into terrain);
 - (F) avoidance of noise sensitive areas;
 - (G) joining the circuit;
 - (H) bad weather circuit and landing.
- (xxi) Exercise 15c: Radio navigation (basics):
- (A) Use of GNSS or VOR/NDB;
 - (a) selection of waypoints;
 - (b) to or from indications or orientation;
 - (c) error messages.
 - (B) Use of VHF/DF:
 - (a) availability, AIP and frequencies;
 - (b) R/T procedures and ATC liaison;
 - (c) obtaining a QDM and homing.
 - (C) Use of en-route or terminal radar:
 - (a) availability and AIP;
 - (b) procedures and ATC liaison;
 - (c) pilot's responsibilities;
 - (d) secondary surveillance radar;
 - (1) transponders;
 - (2) code selection;
 - (3) interrogation and reply.

AMC1 FCL.110.B LAPL(B) — Experience requirements and crediting
 CREDITING: PRE-ENTRY FLIGHT TEST

AMC1 FCL.110.B; FCL.210.B FLIGHT INSTRUCTION FOR THE LAPL(B) AND FLIGHT INSTRUCTION FOR THE BPL

AMC1 FCL.130.B; FCL.220.B FLIGHT INSTRUCTION FOR THE EXTENSION OF PRIVILEGES TO TETHERED FLIGHTS

AMC1 FCL.135.B; FCL.225.B THEORETICAL KNOWLEDGE INSTRUCTION FOR THE EXTENSION TO ANOTHER BALLOON CLASS: LAPL(B) AND BPL

AMC2 FCL.135.B; FCL.225.B FLIGHT INSTRUCTION FOR THE EXTENSION TO ANOTHER BALLOON CLASS: LAPL(B) AND BPL

AMC3 FCL.135.B; FCL.225.B CONTENTS OF THE SKILL TEST FOR THE EXTENSION OF A LAPL(B) OR A BPL TO ANOTHER BALLOON CLASS (HOT-AIR AIRSHIP)

SUBPART C

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

AMC1 FCL.210; FCL.215 SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(A) AND PPL(H)

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AMC2 FCL.210; FCL.215

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(AS)

...

AMC3 FCL.210; FCL.215

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE BPL AND SPL

The syllabi for the theoretical knowledge instruction and examination for the LAPL(B) and LAPL(S) in AMC1 FCL.115 and FCL.120 should be used for the BPL and SPL, respectively.

AMC1 FCL.215; FCL.235

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE PPL

(a) Theoretical knowledge examination

- (1) The examinations should comprise a total of 120 multiple-choice questions covering all the subjects.
- (2) Communication practical classroom testing may be conducted.
- (3) The period of 18 months mentioned in FCL.025(b)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

- (1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.
- (2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
- (3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

AMC1 FCL.235 Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(A)

AMC2 FCL.235 Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(H)

AMC3 FCL.235 Skill test

CONTENT OF THE SKILL TEST FOR THE ISSUE OF THE PPL(AS)

AMC1 FCL.210.As PPL(As) — Experience requirements and crediting

FLIGHT INSTRUCTION FOR THE PPL(AS)

AMC1 FCL.205.S(b) SPL — Privileges and conditions

CONTENTS OF THE PROFICIENCY CHECK FOR THE EXTENSION OF SPL PRIVILEGES TO EXERCISE COMMERCIAL PRIVILEGES ON A SAILPLANE

- (a) The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board.
- (b) An applicant should indicate to the FE the checks and duties carried out. Checks should be completed in accordance with the authorised checklist for the sailplane on which the test is being taken.

FLIGHT TEST TOLERANCE

- (c) The applicant should demonstrate the ability to:
 - (1) operate the sailplane within its limitations;
 - (2) complete all manoeuvres with smoothness and accuracy;
 - (3) exercise good judgment and airmanship;
 - (4) apply aeronautical knowledge;
 - (5) maintain control of the sailplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

CONTENT OF THE SKILL TEST

- (d) The applicant should demonstrate his/her skill in at least the winch or aerotow method of launching.

SECTION 1 PRE-FLIGHT OPERATIONS AND TAKE-OFF

Use of checklist, airmanship, control of sailplane by external visual reference, look-out procedures, etc. apply in all sections.

- a Pre-flight sailplane (daily) inspection, documentation, NOTAM and weather briefing
- b Verifying in-limits mass and balance and performance calculation
- c Passenger briefing
- d Sailplane servicing compliance
- e Pre-take-off checks

SECTION 2 LAUNCH METHOD

Note: at least for one of the three launch methods all the mentioned items are fully exercised during the skill test.

SECTION 2 (a) WINCH OR CAR LAUNCH

- a Signals before and during launch, including messages to winch driver
- b Initial roll and take-off climb
- c Adequate profile of winch launch
- d Launch failures (simulated)
- e Situational awareness

SECTION 2 (b) AEROTOW LAUNCH

- a Signals before and during launch, including signals to or communications with tow plane pilot for any problems
- b Initial roll and take-off climb
- c Launch abandonment (simulation only or 'talk-through')
- d Correct positioning during straight flight and turns
- e Out of position and recovery
- f Correct release from tow
- g Lookout and airmanship through whole launch phase

SECTION 2 (c) SELF LAUNCH (TMGs excluded)

- a ATC compliance
- b Aerodrome departure procedures
- c Initial roll and take-off climb
- d Simulated engine failure after take-off
- e Engine shut down and stowage
- f Lookout and airmanship through whole launch phase

SECTION 3 GENERAL AIRWORK

- a Maintain straight flight: attitude and speed control
- b Steep (45 °bank) turns, look-out procedures and collision avoidance

- c Turning on to selected headings visually and with use of compass
- d Flight at high angle of attack (critically low air speed)
- e Clean stall and recovery
- f Spin avoidance and recovery
- g Local area navigation and awareness

SECTION 4 CIRCUIT, APPROACH AND LANDING

- a Aerodrome circuit joining procedure
- b Collision avoidance: look-out procedures
- c Pre-landing checks
- d Circuit, approach control and landing
- e Precision landing (simulation of out-landing: short field)
- f Cross wind landing if suitable conditions available

AMC1 FCL.205.B(b) BPL — Privileges and conditions

CONTENTS OF THE PROFICIENCY CHECK FOR EXTENSION OF BPL PRIVILEGES TO EXERCISE COMMERCIAL PRIVILEGES ON A BALLOON

AMC1 FCL.225.B BPL — Extension of privileges to another balloon class

SUBPART D
COMMERCIAL PILOT LICENCE — CPL

SUBPART F
AIRLINE TRANSPORT PILOT LICENCE — ATPL

SUBPART G
INSTRUMENT RATING — IR

SUBPART H
CLASS AND TYPE RATINGS

SUBPART I ADDITIONAL RATINGS

AMC1 FCL.800 Aerobatic rating

THEORETICAL KNOWLEDGE AND FLYING TRAINING

- (a) The aim of the aerobatic training is to qualify licence holders to perform aerobatic manoeuvres.
- (b) The ATO should issue a certificate of satisfactory completion of the instruction to licence endorsement.

(c) Theoretical knowledge

The theoretical knowledge syllabus should cover the revision or explanation of:

- (1) human factors and body limitation:
 - (i) spatial disorientation;
 - (ii) airsickness;
 - (iii) body stress and G-forces, positive and negative;
 - (iv) effects of grey- and blackouts.
- (2) technical subjects:
 - (i) legislation affecting aerobatic flying to include environmental and noise subjects;
 - (ii) principles of aerodynamics to include slow flight, stalls and spins, flat and inverted;
 - (iii) general airframe and engine limitations (if applicable).
- (3) limitations applicable to the specific aircraft category (and type):
 - (i) air speed limitations (aeroplane, helicopter, TMG and sailplane, as applicable);
 - (ii) symmetric load factors (type-related, as applicable);
 - (iii) rolling Gs (type-related, as applicable).
- (4) aerobatic manoeuvres and recovery:
 - (i) entry parameters;
 - (ii) planning systems and sequencing of manoeuvres;
 - (iii) rolling manoeuvres;
 - (iv) looping manoeuvres;
 - (v) combination manoeuvres;
 - (vi) entry and recovery from developed spins, flat, accelerated and inverted.
- (5) emergency procedures:
 - (i) recovery from unusual attitudes;
 - (ii) drills to include the use of parachutes (if worn) and aircraft abandonment.

(d) Flying training

The exercises of the aerobatic flying training syllabus should be repeated as necessary until the applicant achieves a safe and competent standard. Having completed the flight training, the student pilot should be able to perform a solo flight containing a sequence of aerobatic manoeuvres. The dual training and the supervised solo training flights should be tailored to the category of aircraft and limited to the permitted manoeuvres of that type of aircraft. The exercises should comprise at least the following practical training items:

- (1) confidence manoeuvres and recoveries:
 - (i) slow flights and stalls;
 - (ii) steep turns;
 - (iii) side slips;
 - (iv) engine restart in-flight (if applicable);
 - (v) spins and recovery;
 - (vi) recovery from spiral dives;
 - (vii) recovery from unusual attitudes.
- (2) aerobatic manoeuvres:
 - (i) Chandelle;
 - (ii) Lazy Eight;
 - (iii) rolls;
 - (iv) loops;
 - (v) inverted flight;
 - (vi) Hammerhead turn;
 - (vii) Immelmann.

AMC1 FCL.805 Sailplane towing and banner towing rating

THEORETICAL KNOWLEDGE AND FLYING TRAINING

- (a) The aim of the towing instruction is to qualify licence holders to tow banners or sailplanes.
- (b) The ATO should issue a certificate of satisfactory completion of the instruction that can be used for licence endorsement.
- (c) Theoretical knowledge: towing of sailplanes
The theoretical knowledge syllabus for towing of sailplanes should cover the revision or explanation of:
 - (1) regulations about towing flights;
 - (2) equipment for the towing activity;
 - (3) sailplane towing techniques, including:
 - (i) signals and communication procedures;
 - (ii) take-off (normal and crosswind);
 - (iii) in-flight launch procedures;
 - (iv) descending on tow;
 - (v) sailplane release procedure;
 - (vi) tow rope release procedure;
 - (vii) landing with tow rope connected (if applicable);
 - (viii) emergency procedures during tow, including equipment malfunctions;
 - (ix) safety procedures;
 - (x) flight performance of the applicable aircraft type when towing sailplanes;
 - (xi) look-out and collision avoidance;
 - (xii) performance data sailplanes, including:
 - (A) suitable speeds;
 - (B) stall characteristics in turns.
- (d) *Theoretical knowledge: banner towing ...*
- (e) Flying training: towing of sailplanes
The exercises of the towing training syllabus for towing sailplanes should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:
 - (1) take-off procedures (normal and crosswind take-offs);
 - (2) 360 ° circles on tow with a bank of 30 ° and more;
 - (3) descending on tow;
 - (4) release procedure of the sailplane;
 - (5) landing with the tow rope connected (if applicable);
 - (6) tow rope release procedure in-flight;
 - (7) emergency procedures (simulation);
 - (8) signals and communication during tow.
- (f) *Flying training: banner towing ...*

AMC1 FCL.810(b) Night rating

PPL(H) NIGHT RATING COURSE

AMC1 FCL.815 Mountain rating

THEORETICAL KNOWLEDGE AND FLYING TRAINING

AMC1 FCL.820 Flight test rating

TRAINING COURSE

SUBPART J INSTRUCTORS

GM1 FCL.900 Instructor certificates

GENERAL

- (a) Nine instructor categories are recognised:
- (1) FI certificate:
aeroplane (FI(A)), helicopter (FI(H)), airship (FI(As)),
sailplane (FI(S)) and
balloon (FI(B));
 - (2) TRI certificate: aeroplane (TRI(A)), helicopter (TRI(H)), powered-lift aircraft (TRI(PL));
 - (3) CRI certificate: aeroplane (CRI(A));
 - (4) IRI certificate: aeroplane (IRI(A)), helicopter (IRI(H)) and airship (IRI(As));
 - (5) SFI certificate: aeroplane (SFI(A)), helicopter (SFI(H)) and powered-lift aircraft (SFI(PL));
 - (6) MCCI certificate: aeroplanes (MCCI(A)), helicopters (MCCI(H)), powered-lift aircraft (MCCI(PL))
and airships (MCCI(As));
 - (7) STI certificate: aeroplane (STI(A)) and helicopter (STI(H));
 - (8) MI certificate: (MI);
 - (9) FTI certificate: (FTI).
- (b) For categories (1) to (4) and for (8) and (9) the applicant needs to hold a pilot licence.
For categories (5) to (7) no licence is needed, only an instructor certificate.
- (c) A person may hold more than one instructor certificate.

SPECIAL CONDITIONS

- (a) When new aircraft are introduced, requirements such as to hold a licence and rating equivalent to the one for which instruction is being given, or to have adequate flight experience, may not be possible to comply with. In this case, to allow for the first instruction courses to be given to applicants for licences or ratings for these aircraft, competent authorities need the possibility to issue a specific certificate that does not have to comply with the requirements established in this Subpart.
- (b) The competent authority should only give these certificates to holders of other instruction qualifications. As far as possible, preference should be given to persons with at least 100 hours of experience in similar types or classes of aircraft.
- (c) When the new aircraft type introduced in an operator's fleet already existed in a Member State, the competent authority should only give the specific certificate to an applicant that is qualified as PIC on that aircraft.
- (d) The certificate should ideally be limited in validity to the time needed to qualify the first instructors for the new aircraft in accordance with this Subpart, but in any case it should not exceed the 1 year established in the rule.

AMC1 FCL.920 Instructor competencies and assessment

- (a) Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching and assessing threat and error management and CRM.
- (b) The training and assessment of instructors should be made against the following performance standards:

Competence	Performance	Knowledge
Prepare resources	(a) ensures adequate facilities; (b) prepares briefing material; (c) manages available tools.	(a) understand objectives; (b) available tools; (c) competency-based training methods.
Create a climate conducive to learning	(a) establishes credentials, role models appropriate behaviour; (b) clarifies roles; (c) states objectives; (d) ascertains and supports trainees needs.	(a) barriers to learning; (b) learning styles.
Present knowledge	(a) communicates clearly; (b) creates and sustains realism; (c) looks for training opportunities.	teaching methods.
Integrate TEM or CRM	makes TEM or CRM links with technical training.	HF, TEM or CRM.
Manage time to achieve training objectives	allocates time appropriate to achieving competency objective.	syllabus time allocation.
Facilitate learning	(a) encourages trainee participation; (b) shows motivating, patient, confident and assertive manner; (c) conducts one-to-one coaching; (d) encourages mutual support.	(a) facilitation; (b) how to give constructive feedback; (c) how to encourage trainees to ask questions and seek advice;
Assesses trainee performance	(a) assesses and encourages trainee self-assessment of performance against competency standards; (b) makes assessment decision and provide clear feedback; (c) observes CRM behaviour.	(a) observation techniques; (b) methods for recording observations.
Monitor and review progress	(a) compares individual outcomes to defined objectives;	(a) learning styles; (b) strategies for

	(b) identifies individual differences in learning rates; (c) applies appropriate corrective action.	training adaptation to meet individual needs.
Evaluate training sessions	(a) elicits feedback from trainees; (b) tracks training session processes against competence criteria; (c) keeps appropriate records.	(a) competency unit and associated elements; (b) performance criteria.
Report outcome	reports accurately using only observed actions and events.	(a) phase training objectives; (b) individual versus systemic weaknesses.

AMC1 FCL.925 Additional requirements for instructors for the MPL
MPL INSTRUCTOR COURSE

AMC2 FCL.925(d)(1) Additional requirements for instructors for the MPL
RENEWAL OF PRIVILEGES: REFRESHER TRAINING

GM1 FCL.925 Additional requirements for instructors for the MPL
MPL INSTRUCTORS

AMC1 FCL.935 Assessment of competence

GENERAL

- (a) The format and application form for the assessment of competence are determined by the competent authority.
- (b) When an aircraft is used for the assessment, it should meet the requirements for training aircraft.
- (c) If an aircraft is used for the test or check, the examiner acts as the PIC, except in circumstances agreed upon by the examiner when another instructor is designated as PIC for the flight.
- (d) During the skill test the applicant occupies the seat normally occupied by the instructor (instructors seat if in an FSTD, or pilot seat if in an aircraft), except in the case of balloons. The examiner, another instructor or, for MPA in an FFS, a real crew under instruction, functions as the 'student'. The applicant is required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' executes the same manoeuvres (if the 'student' is the examiner or another instructor, this can include typical mistakes of inexperienced students). The applicant is expected to correct mistakes orally or, if necessary, by intervening physically.
- (e) The assessment of competence should also include additional demonstration exercises, as decided by the examiner and agreed upon with the applicant before the assessment. These additional exercises should be related to the training requirements for the applicable instructor certificate.
- (f) All relevant exercises should be completed within a period of 6 months. However, all exercises should, where possible, be completed on the same day. In principle, failure in any exercise requires a retest covering all exercises, with the exception of those that may be retaken separately. The examiner may terminate the assessment at any stage if they consider

AMC2 FCL.935 Assessment of competence
MCCI STI AND MI

AMC3 FCL.935 Assessment of competence
CONTENT OF THE ASSESSMENT FOR THE FI

(a) In the case of the FI, the content of the assessment of competence should be the following:

SECTION 1 THEORETICAL KNOWLEDGE ORAL

- 1.1 Air law
- 1.2 Aircraft general knowledge
- 1.3 Flight performance and planning
- 1.4 Human performance and limitations
- 1.5 Meteorology
- 1.6 Navigation
- 1.7 Operational procedures
- 1.8 Principles of flight
- 1.9 Training administration

Sections 2 and 3 selected main exercises:

SECTION 2 PRE-FLIGHT BRIEFING

- 2.1 Visual presentation
- 2.3 Technical accuracy
- 2.4 Clarity of explanation
- 2.5 Clarity of speech
- 2.6 Instructional technique
- 2.7 Use of models and aids
- 2.8 Student participation

SECTION 3 FLIGHT

- 3.1 Arrangement of demo
- 3.2 Synchronisation of speech with demo
- 3.3 Correction of faults
- 3.4 Aircraft handling
- 3.5 Instructional technique
- 3.6 General airmanship and safety
- 3.7 Positioning and use of airspace

SECTION 4 ME EXERCISES

4.1 Actions following an engine failure shortly after take-off1

4.2 SE approach and go-around1

4.3 SE approach and landing

These exercises are to be demonstrated at the assessment of competence for FI for ME aircraft.

SECTION 5 POST-FLIGHT DE-BRIEFING

- 5.1 Visual presentation
- 5.2 Technical accuracy
- 5.3 Clarity of explanation
- 5.4 Clarity of speech
- 5.5 Instructional technique
- 5.6 Use of models and aids
- 5.7 Student participation

- (b) Section 1, the oral theoretical knowledge examination part of the assessment of competence, is for all FI and is subdivided into two parts:
- (1) The applicant is required to give a lecture under test conditions to other 'student(s)', one of whom will be the examiner. The test lecture is to be selected from items of section 1. The amount of time for preparation of the test lecture is agreed upon beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes;
 - (2) The applicant is tested orally by an examiner for knowledge of items of section 1 and the 'core instructor competencies: teaching and learning' content given in the instructor courses.
- (c) Sections 2, 3 and 5 are for all FIs. These sections comprise exercises to demonstrate the ability to be an FI (for example instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI training courses. The applicant is required to demonstrate FI abilities, including briefing, flight instruction and de- briefing.
- (d) Section 4 comprises additional instructor demonstration exercises for an FI for ME aircraft. This section, if applicable, is done in an ME aircraft, or an FFS or FNPT II simulating an ME aircraft. This section is completed in addition to sections 2, 3 and 5.

AMC4 FCL.935 Assessment of competence
CONTENT OF THE ASSESSMENT FOR THE SFI

AMC5 FCL.935 Assessment of competence
REPORT FORMS FOR THE INSTRUCTOR CERTIFICATES

- (a) Assessment of competence form for the FI, IRI and CRI certificates: ...
- (b) Report form for the FI for sailplanes

(b) Report form for the FI for sailplanes

APPLICATION AND REPORT FORM FOR THE FI(S) ASSESSMENT OF COMPETENCE				
1 Applicants personal particulars:				
Applicant's last name(s):		First name(s):		
Date of birth:		Tel (home):	Tel (work):	
Address:		Country:		
2 Licence Details				
Licence type:		Number:		
TMG extension:				
3 Pre-course flying experience				
Total hours	PIC hours	Sailplane (PIC hours and take-offs)	TMG (PIC hours and take-offs)	
4 Pre-entry flight test				
<i>I recommendfor the FI course.</i>				
Name of ATO:		Date of flight test:		
Name(s) of FI conducting the test (capital letters):				
Licence number:				
Signature:				
5 Declaration by the applicant				
<i>I have received a course of training in accordance with the syllabus for the:</i>				
FI certificate FI(S)				
Applicant's name(s):		Signature:		

(capital letters)			
6	Declaration by the chief flight instructor		
<i>I certify that has satisfactorily completed a course of training for the</i>			
FI certificate FI(S)			
<i>In accordance with the relevant syllabus.</i>			
Flying hours during the course:		Take-offs during the course:	
Sailplanes, powered sailplanes or TMGs used :			
Name(s) of CFI:			
Signature:			
Name of ATO:			
7	Flight instructor examiner's certificate		
<i>I have tested the applicant according to Part-FCL</i>			
A. FLIGHT INSTRUCTOR EXAMINER'S ASSESSMENT (in case of partial pass):			
Theoretical oral examination:		Skill test:	
<i>Passed</i>	<i>Failed</i>	<i>Passed</i>	<i>Failed</i>
I recommend further flight or ground training with an FI before re-test			
I do not consider further flight or theoretical instruction necessary before re-test (tick as applicable)			
B. FLIGHT INSTRUCTOR EXAMINER'S ASSESSMENT:			
FI certificate			
Date:			
Name(s) of FIE (capital letters):			
Signature:			
Licence number:		Date:	

(c) Report form for the FI for balloons

AMC2 FCL.930.FI FI Training course
FI(S) AND FI(B) TRAINING COURSE

GENERAL

- (a) The aim of the FI(S) and FI(B) training course is to train SPL and BPL holders to the level of competence defined in FCL.920 as instructor competencies.
- (b) The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the FI task including at least the following:
 - (1) refresh the technical knowledge of the student instructor;
 - (2) train the student instructor to teach the ground subjects and air exercises;
 - (3) ensure that the student instructor's flying is of a sufficiently high standard; and
 - (4) teach the student instructor the principles of basic instruction and to apply them at all training levels.
- (c) With the exception of the section on teaching and learning, all the subject detail contained in the ground and flight training syllabus is complementary to the SPL and BPL course syllabus.
- (d) The FI training course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine and theoretical knowledge environment interaction. Special attention should be paid to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.
- (e) During the training course, the applicants should be made aware of their own attitudes to the importance of flight safety. Improving safety awareness should be a fundamental objective throughout the training course. It will be of major importance for the training course to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task.
- (f) On successful completion of the training course and final test the applicant may be issued with an FI certificate.

CONTENT

- (g) The training course consists of two parts:
 - (1) Part 1, theoretical knowledge including the teaching and learning instruction that should comply with AMC1 FCL.920;
 - (2) Part 2, flight instruction.

Part 1

The content of the teaching and learning part of the FI course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.

The course should include at least 55 hours of theoretical knowledge including at least 25 hours teaching and

Part 2

FLIGHT INSTRUCTION SYLLABUS

An approved FI training course should comprise at least the minimum hours of flight instruction as defined in FCL.930.FI. learning instructions for the FI(S) and FI(B) certificate.

AIR EXERCISES

- (a) The air exercises are similar to those used for the training of SPL or BPL but with additional items designed to cover the needs of a flight instructor.
- (b) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:
 - (1) the applicant's progress and ability;
 - (2) the weather conditions affecting the flight;
 - (3) the flight time available;
 - (4) instructional technique considerations;
 - (5) the local operating environment;
 - (6) Applicability of the exercises to the aircraft type.
- (c) At the discretion of the instructors some of the exercises may be combined whereas some other exercises may be done in several flights.
- (d) It follows that student instructors will eventually be faced with similar inter-related factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

GENERAL

- (e) The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include how the flight will be conducted with regard to who is to fly the aircraft and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.
- (f) The five basic components of the briefing will be:
 - (1) the aim;
 - (2) the air exercise(s) (what, and how and by whom);
 - (3) flight briefing;
 - (4) check of understanding;
 - (5) airmanship.

PLANNING OF FLIGHT LESSONS

- (g) The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.

GENERAL CONSIDERATIONS

- (h) The student instructor should complete flight training in order to practise the principles of basic instruction at the SPL or BPL level. During this training the student instructor occupies the seat normally occupied by the FI.
- (i) The instructor providing this instructor training is normally taking over the role of the student pilot. In the case of the course for the FI(B) an additional person holding a BPL or LAPL(B) licence or a student pilot for these licences may be on board in order to function as a student pilot under the supervision of the instructor.
- (j) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.
- (k) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

SYLLABUS OF FLIGHT INSTRUCTION CONTENTS

A. SAILPLANES

LONG BRIEFINGS AND AIR EXERCISES

Note: although the fully developed spin in exercise 10 is not required for the LAPL course, it is a requirement for the FI course.

EXERCISE 1: FAMILIARISATION WITH THE SAILPLANE

(a) Objective:

To advise the student instructor on how to familiarise the student with the sailplane which will be used for the training and to test his/her position in the sailplane for comfort, visibility, and ability to use all controls and equipment.

(b) Briefing and exercise:

The student Instructor has to:

- (1) present the type of sailplane which will be used;
- (2) explain the cockpit layout: instruments and equipment;
- (3) explain the flight controls: stick, pedals, airbrakes, flaps, cable release, undercarriage;
- (4) check the position of the student on the seat for comfort, visibility, ability to use all controls;
- (5) explain the use of the harness;
- (6) demonstrate how to adjust the rudder pedal;
- (7) explain the differences when occupying the instructor's position;
- (8) explain all checklists, drills, controls.

EXERCISE 2: PROCEDURE IN THE EVENT OF EMERGENCIES

(a) Objective:

To advise the student instructor on how to familiarise the student with the use of the parachute and how to explain the bail out procedure in case of emergency.

(b) Briefing and exercise:

The student instructor has to:

- (1) explain how to handle the parachute with care (transport, storage and drying after use);
- (2) demonstrate the adjustment of the parachute harness;
- (3) explain the bail out procedure (especially from a sailplane in unusual attitude);
- (4) explain the procedure for landing with a parachute in normal conditions and with a strong wind.

EXERCISE 3: PREPARATION FOR FLIGHT

(a) Objective:

To advise the student instructor on how to explain all the operations to be completed prior to flight. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the need for a pre-flight briefing;
- (2) the structure and the content of this briefing;
- (3) which documents are required on board;
- (4) which equipment are required for a flight;
- (5) how to handle the sailplane on the ground, how to move it, how to tow it out and how to park it;
- (6) how to do the pre-flight external and internal checks;
- (7) the procedure for verifying in-limits mass and balance;
- (8) the pre-launch checks (checklist).

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the need for a pre-flight briefing;
- (2) that the required documents are on board;
- (3) that the equipment required for the intended flight is on board;
- (4) how to handle the sailplane on the ground, move it to the start position, tow it out and park it;
- (5) how to perform a pre-flight external and internal check;
- (6) how to verify in-limits mass and balance;
- (7) how to adjust harness as well as seat or rudder pedals;
- (8) the pre-launch checks;
- (9) how to advise the student pilot in performing the pre-flight preparation;
- (10) how to analyse and correct pre-flight preparation errors as necessary.

EXERCISE 4: INITIAL AIR EXPERIENCE

(a) Objective:

To advise the student instructor on how to familiarise the student with being in the air, with the area around the airfield, to note his/her reactions in this situation, and to draw his/her attention to safety and look-out procedures.

(b) Briefing:

The student instructor has to explain:

- (1) the area around the airfield;
- (2) the need for looking out;
- (3) the change of aircraft control.

(c) Air exercise:

The student instructor has to:

- (1) show the noteworthy references on the ground;
- (2) analyse the reactions of the student;
- (3) check that the student looks out (safety).

EXERCISE 5: PRIMARY EFFECTS OF CONTROLS

(a) Objective:

To advise the student instructor on how to:

- (1) demonstrate the primary effects of each control with the help of visual references;
- (2) train the student pilot to recognise when the sailplane is no longer in a normal attitude along one of the axes and to return to the normal attitude;
- (3) train continuous and efficient look-out during these exercises;
- (4) analyse and correct errors and student pilot mistakes as necessary.

(b) Briefing:

The student instructor has to explain:

- (1) define the axes of a sailplane;
- (2) the look-out procedures;
- (3) the visual references along each axis;
- (4) the primary effects of controls when laterally level;
- (5) the relationship between attitude and speed;
- (6) the use of flaps;
- (7) the use of airbrakes.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the visual references in flight;
- (2) the primary effect of the elevator;
- (3) the relationship between attitude and speed (inertia);
- (4) the primary effect of rudder on the rotation of the sailplane around the vertical axis;
- (5) the primary effect of ailerons on banking;
- (6) the effect of airbrakes (including changes in pitch when airbrakes are extended or retracted);
- (7) the effects of flaps (provided the sailplane has flaps);
- (8) the look-out procedures during all the exercises;
- (9) how to advise the student pilot to recognise the primary effects of each control;
- (10) how to analyse and correct errors as necessary.

EXERCISE 6: CO-ORDINATED ROLLING TO AND FROM MODERATE ANGLES OF BANK

(a) Objective:

To advise the student instructor on secondary effects of controls and on how to teach the student to coordinate ailerons and rudder in order to compensate for the adverse yaw effect. Furthermore the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the secondary effects of controls;
- (2) the adverse yaw effect;
- (3) how to compensate for the adverse yaw;
- (4) the further effect of the rudder (roll).

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the adverse yaw effect with a reference on ground;
- (2) the further effect of the rudder (roll);
- (3) the coordination of ruder and aileron controls to compensate for the adverse yaw effects;
- (4) rolling to and from moderate angles of bank (20 to 30 °) and returning to the straight flight;
- (5) how to advise the student pilot to coordinate ailerons and rudder;
- (6) how to analyse and correct errors as necessary.

EXERCISE 7: STRAIGHT FLYING

(a) Objective:

To advise the student instructor on how to train the student to maintain straight flight with a constant heading without slipping and skidding. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to:

- (1) explain how to maintain straight flight;
- (2) explain different air speed limitations;
- (3) explain the pitch stability of the sailplane;
- (4) explain the effect of trimming.

(c) Air exercise:

The instructor student has to demonstrate:

- (1) maintaining straight flight;
- (2) inherent pitch stability;
- (3) the control of the sailplane in pitch, including use of trim with visual references and speed;
- (4) how to perform the instrument monitoring;
- (5) the control of level attitude with visual references;
- (6) the control of the heading with a visual reference on the ground;
- (7) the look-out procedures during all the exercises;
- (8) how to advise the student pilot to maintain straight flight;
- (9) how to analyse and correct errors as necessary.

EXERCISE 8: TURNING

(a) Objective:

To advise the student instructor on how to teach students to fly turns and circles with a moderate constant bank of about 30 ° with constant attitude (speed) and coordinated flight. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the forces on the sailplane during a turn;
- (2) the need to look out before turning;
- (3) the sequences of a turn (entry, stabilizing and exiting);
- (4) the common faults during a turn;
- (5) how to turn on to selected headings, use of compass;
- (6) the use of instruments (ball indicator or slip string) for precision

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the look-out procedure before turning;
- (2) entering a turn (correction of adverse yaw);
- (3) the stabilisation of a turn (keeping the attitude and compensating the induced roll);
- (4) the exit from a turn;
- (5) the most common faults in a turn;
- (6) turns on to selected headings (use landmarks as reference);
- (7) use of instruments (ball indicator or slip string) for precision;
- (8) how to advise the student pilot to fly a turn or circle with a moderate bank;
- (9) how to analyse and correct errors as necessary.

EXERCISE 9a: SLOW FLIGHT

(a) Objective:

To advise the student instructor on how to improve the student's ability to recognise inadvertent flight at critically low speeds (high angle of attack) and to provide practice in maintaining the sailplane in balance while returning to normal attitude (speed). Furthermore the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the characteristics of slow flight;
- (2) the risks of stalling.

(c) Air Exercise:

The student instructor has to check that the airspace below the sailplane is free of other aircraft before starting the exercise.

The student instructor has to demonstrate:

- (1) a controlled flight down to critically high angle of attack (slow air speed), and draw the attention of the student to the nose up attitude, reduction of noise, reduction of speed;
- (2) a return to the normal attitude (speed);
- (3) how to advise the student pilot to recognise inadvertent flight at critically low speeds;
- (4) how to provide practice in maintaining the sailplane in balance while returning to normal attitude;
- (5) how to analyse and correct errors as necessary.

EXERCISE 9b: STALLING

(a) Objective:

To advise the student Instructor on how to improve the student's ability to recognize a stall and to recover from it. This includes stall from a level flight and stalls when a wing drops. Furthermore the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the mechanism of a stall;
- (2) the effectiveness of the controls at the stall;
- (3) pre-stall symptoms, recognition and recovery;
- (4) factors affecting the stall (importance of the angle of attack and high speed stall);
- (5) effect of flaps if any on the sailplane;
- (6) the effects of unbalance at the stall safety checks;
- (7) stall symptoms, recognition and recovery;
- (8) recovery when a wing drops;
- (9) approach to stall in the approach and in the landing configurations: recognition and recovery from accelerated stalls.

(c) Air Exercise:

The student instructor has to check that the airspace below the sailplane is free of other aircraft or traffic before starting the exercise.

The student instructor has to demonstrate:

- (1) stall from a level flight;
- (2) pre-stall symptoms, recognition and recovery;
- (3) stall symptoms, recognition and recovery;
- (4) recovery when a wing drops;
- (5) approach to stall in the approach and in the landing configurations;
- (6) recognition and recovery from accelerated stalls;
- (7) stalling and recovery at the incipient stage with 'instructor induced' distractions;
- (8) how to improve the student pilot's ability to recognise a stall and to recover from it;
- (9) how to analyse and correct errors as necessary.

Note: consideration is to be given to manoeuvre limitations and references to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance limitations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are also covered in the next exercise.

EXERCISE 10a: SPIN RECOGNITION AND AVOIDANCE

(a) Objective:

To advise the student instructor on how to improve the student's ability to recognize a spin at the incipient stage and to recover from it. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) why a sailplane spins;
- (2) how to recognise the symptoms of a spin (not to be confused with spiral dive);
- (3) what are the parameters influencing the spin;
- (4) how to recover from a spin.

(c) Air exercise:

The student instructor has to check that the airspace below the sailplane is free of other aircraft or traffic before starting the exercise.

The student instructor has to:

- (1) demonstrate stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°);
- (2) make sure that the student recognises the spin entry;
- (3) make sure that the student pilot is able to recover from the spin;
- (4) check if the student still reacts properly if the instructor induces distractions during the spin entry;
- (5) demonstrate how to analyse and correct errors as necessary.

Note: consideration of manoeuvre limitations and the need to refer to the sailplane manual and mass and balance calculations.

EXERCISE 10b: DEVELOPED SPINS: ENTRY AND RECOVERY

(a) Objective:

To advise the student instructor on how to recognize a developed spin and to recover from it. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the spin entry;
- (2) the symptoms of a real spin and the recognition and identification of spin direction;
- (3) the spin recovery;
- (4) use of controls;
- (5) effects of flaps (flap restriction applicable to type);
- (6) the effect of the CG upon spinning characteristics;
- (7) the spinning from various flight attitudes;
- (8) the sailplane limitations;
- (9) safety checks;
- (10) common errors during recovery.

(c) Air exercise:

The student instructor has to check that the airspace below the sailplane is free of other aircraft or traffic before starting the exercise.

The student instructor has to demonstrate:

- (1) safety checks;
- (2) the spin entry;
- (3) the recognition and identification of the spin direction;
- (4) the spin recovery (reference to flight manual);
- (5) the use of controls;
- (6) the effects of flaps (restrictions applicable to sailplane type);
- (7) spinning and recovery from various flight attitudes;
- (8) how to improve the student pilot's ability to recognise a spin and how to recover from it;
- (9) how to analyse and correct errors as necessary.

EXERCISE 11: TAKE OFF OR LAUNCH METHODS

Note: the student instructor has to teach at least one of the following launch methods: winch launch, aero tow, self launch. At least three launch failure exercises should be completed. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

EXERCISE 11a: WINCH LAUNCH

(a) Objective:

To advise the student instructor on how to teach winch launches and on how to make sure that their student will manage an aborted launch. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the signals or communication before and during launch;
- (2) the use of the launching equipment;
- (3) the pre-take-off checks;
- (4) the procedure for into wind take-off;
- (5) the procedure for crosswind take-off;
- (6) the optimum profile of winch launch and limitations;
- (7) the launch failure procedures.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the use of the launching equipment;
- (2) the pre-take-off checks;
- (3) the into wind take-off;
- (4) the crosswind take-off;
- (5) the optimum profile of winch launch and limitations;
- (6) the procedure in case of cable break or aborted launch, launch failure procedures;
- (7) how to teach the student pilot to perform safe winch launches;
- (8) how to teach the student pilot to manage an aborted launch (different altitudes);
- (9) how to analyse and correct errors as necessary.

EXERCISE 11b: AERO TOW

(a) Objective:

To advise the student instructor on how to teach aero towing and on how to make sure that their student will manage an aborted launch. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the signals or communication before and during launch;
- (2) the use of the launch equipment;
- (3) the pre-take-off checks;
- (4) the procedure for into wind take-off;
- (5) the procedure for crosswind take-off;
- (6) the procedure on tow: straight flight, turning and slip stream;
- (7) the recovery from out-of-position on tow;
- (8) the procedures in case of launch failure and abandonment;
- (9) the descending procedure on tow (towing aircraft and sailplane);
- (10) the reasons for launch failures and abandonment or procedures.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the signals before and during launch;
- (2) the use of the launch equipment;
- (3) the pre-take-off checks;
- (4) the procedure for into wind take-off;
- (5) the procedure for a crosswind take-off;
- (6) the procedures on tow: straight flight, turning and slip stream;
- (7) the recovery from out-of-position on tow;
- (8) the procedure in case of launch failure and abandonment;
- (9) the descending procedure on tow;
- (10) how to teach the student pilot to perform safe aero tow launches;
- (11) how to teach the student pilot to manage an aborted launch;
- (12) how to analyse and correct errors as necessary.

EXERCISE 11c: SELF LAUNCH

(a) Objective:

To advise the student instructor on how to teach launching with a self launching sailplane and on how to make sure that his/her student will manage an aborted launch. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the engine extending and retraction procedures;
- (2) the engine starting and safety precautions;
- (3) the pre-take-off checks;
- (4) the noise abatement procedures;
- (5) the checks during and after take-off;
- (6) the into wind take-off;
- (7) the crosswind take-off;
- (8) the procedure in case of power failure;
- (9) the procedure in case of abandoned take-off;
- (10) the maximum performance (short field and obstacle clearance) take-off;
- (11) the short take-off and soft field procedure or techniques and performance calculations.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the engine extending and retraction procedures;
- (2) the engine starting and safety precautions;
- (3) the pre-take-off checks;
- (4) the noise abatement procedures;
- (5) the checks during and after take off;
- (6) the into wind take-off;
- (7) the crosswind take-off;
- (8) the power failures and procedures;
- (9) the procedure in case of abandoned take-off;
- (10) the maximum performance (short field and obstacle clearance) take-off;
- (11) the short take-off and soft field procedure or techniques and performance calculations;
- (12) how to teach the student pilot to perform safe self launches;
- (13) how to teach the student pilot to manage an aborted launch (different altitudes);
- (14) how to analyse and correct errors as necessary.

EXERCISE 12: CIRCUIT APPROACH AND LANDING

(a) Objective:

To advise the student instructor on how to teach their students to fly a safe circuit approach and to land the sailplane. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing:

The student instructor has to explain:

- (1) the procedures for rejoining the circuit;
- (2) the procedures for collision avoidance and the lookout techniques;
- (3) the pre-landing check;
- (4) the normal circuit procedures, downwind, base leg;
- (5) the effect of wind on approach and touchdown speeds ;
- (6) the visualisation of a reference point;
- (7) the approach control and use of airbrakes;
- (8) the use of flaps (if applicable);
- (9) the procedures for normal and crosswind approach and landing.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) the procedures for rejoining the circuit;
- (2) the procedures for collision avoidance and the look-out techniques;
- (3) the pre-landing check;
- (4) the standard circuit and contingency planning (for example running out of height);
- (5) the effect of wind on approach and touchdown speeds;
- (6) the visualisation of an aiming point;
- (7) the approach control and use of airbrakes;
- (8) the use of flaps (if applicable);
- (9) the procedures for normal and crosswind approaches and landings;
- (10) how to teach the student pilot to fly a safe circuit approach;

- (11) how to improve the student pilot's ability to perform a safe landing;
- (12) how to analyse and correct errors as necessary.

EXERCISE 13: FIRST SOLO

- (a) Objective:
To advise the student instructor on how to prepare their students for the first solo flight.
- (b) Briefing:
The student instructor has to explain:
 - (1) the limitations of the flight (awareness of local area and restrictions);
 - (2) the use of required equipment.
- (c) Air exercise:
The student instructor has to;
 - (1) check with another or more senior instructor if the student can fly solo;
 - (2) monitor the flight;
 - (3) debrief the flight with the student.

EXERCISE 14 : ADVANCED TURNING

- (a) Objective:
To advise the student instructor on how to fly steep turns or circles (45 °banking) at constant attitude (speed) and with the yaw string centred. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.
- (b) Briefing:
The student instructor has to explain;
 - (1) the relationship between banking and speed;
 - (2) how to master steep turns or circles;
 - (3) the unusual attitudes which can occur (stalling or spinning and spiral dive);
 - (4) how to recover from these unusual attitudes.
- (c) Air exercise:
The student has to demonstrate:
 - (1) steep turns (45 °) at constant speed and with the yaw string centred;
 - (2) common errors (slipping and skidding);
 - (3) unusual attitudes and how to recover from them;
 - (4) how to teach the student pilot to fly steep turns or circles;
 - (5) how to analyse and correct errors as necessary.

EXERCISE 15: SOARING TECHNIQUES

Note: if the weather conditions during the instructor training do not allow the practical training of soaring techniques, all items of the air exercises have to be discussed and explained during a long briefing exercise only.

EXERCISE 15a: THERMALLING

- (a) Objective:
To advise the student instructor on how to teach their students to recognise and detect thermals, on how to join a thermal and on how to look out, in order to avoid mid-air collisions. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.
- (b) Briefing:
The student instructor has to explain;
 - (1) the look-out procedures;
 - (2) the detection and recognition of thermals;
 - (3) the use of audio soaring instruments;
 - (4) the procedure for joining a thermal and giving way;
 - (5) how to fly in close proximity to other sailplanes;
 - (6) how to centre in thermals;
 - (7) how to leave thermals.
- (c) Air exercise:
The student instructor has to demonstrate;
 - (1) the look-out procedures;
 - (2) the detection and recognition of thermals;
 - (3) the use of audio soaring instruments;
 - (4) the procedure for joining a thermal and giving way;
 - (5) the procedure for flying in close proximity to other sailplanes;
 - (6) the centering in thermals;

- (7) the procedure for leaving thermals;
- (8) how to improve the student pilot's ability to recognise and detect thermals;
- (9) how to improve the student pilot's ability to join a thermal and how to look out;
- (10) how to analyse and correct errors as necessary.

EXERCISE 15b: RIDGE FLYING

- (a) Objective:
To advise the student instructor on how to teach his/her students to fly safely on ridges, to control their speed, and to apply the rules in order to avoid mid-air collisions. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.
- (b) Briefing:
The student instructor has to explain:
- (1) the look-out procedures;
 - (2) the ridge flying rules;
 - (3) the recognition of optimum flight path;
 - (4) speed control.
- (c) Air exercise: (if applicable during training and, if possible, at training site)
The student instructor has to demonstrate:
- (1) the look-out procedures;
 - (2) the practical application of ridge flying rules;
 - (3) the recognition of optimum flight path;
 - (4) speed control;
 - (5) how to teach the student pilot to fly safely on ridges;
 - (6) how to analyse and correct errors as necessary.

EXERCISE 15c: WAVE FLYING

- (a) Objective:
To advise the student instructor on how to introduce students to wave flying and to teach them to fly safely at high altitude. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.
- (b) Briefing:
The student instructor has to explain:
- (1) the look-out procedures;
 - (2) the techniques to be used to accede to a wave;
 - (3) the speed limitations with increasing height;
 - (4) the risks of hypoxia and the use of oxygen.
- (c) Air exercise: (if applicable during training and if possible at training site)
The student instructor has to demonstrate:
- (1) the look-out procedures;
 - (2) the wave access techniques;
 - (3) the speed limitations with increasing height;
 - (4) the use of oxygen (if available);
 - (5) how to improve the student pilot's ability to recognise and detect waves;
 - (6) how to teach the student pilot to fly safely in a wave;
 - (7) how to analyse and correct errors as necessary.

EXERCISE 16: OUT-LANDINGS

Note: if the weather conditions during the instructor training do not allow the practical training of out-landing procedures (a touring motor glider may be used) all items of the air exercise have to be discussed and explained during a long briefing exercise only. Instructors may only teach the safe out-landing exercise after they have demonstrated the practical ability to do so.

- (a) Objective:
To advise the student instructor on how to teach students to select an out-landing field, to fly the circuit and how to master the unusual landing situation. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.
- (b) Briefing:
The student instructor has to explain:
- (1) the gliding range at max L/D;
 - (2) the engine re-start procedures (only for self-launching and self-sustaining sailplanes);
 - (3) the selection of a landing area;
 - (4) the circuit judgement and key positions;
 - (5) the circuit and approach procedures;
 - (6) the actions to be done after landing.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) precision landings on the airfield;
- (2) the gliding range;
- (3) the procedures for joining, arrival and circuit at a remote aerodrome;
- (4) the selection of an out-landing area;
- (5) the procedures for circuit and approach on an out-landing field;
- (6) the actions to be done after landing;

The student instructor also has to be trained:

- (7) how to advise the student pilot to do perform a safe out-landing;
- (8) how to master an unusual landing situation;
- (9) how to analyse and correct errors as necessary.

EXERCISE 17: CROSS COUNTRY FLYING

Note: if the weather conditions during the instructor training do not allow a cross country training flight the items of the air exercise have to be discussed and explained during a long briefing exercise only.

EXERCISE 17a: FLIGHT PLANNING

(a) Objective:

To advise the student instructor on how plan and prepare a cross-country flight.

(b) Briefing:

The student instructor has to explain:

- (1) the weather forecast and current situation;
- (2) the selection of the amount of water to be carried as a function of the weather forecast;
- (3) the method for selecting a task, taking into account the average speed to be expected;
- (4) the map selection and preparation;
- (5) the NOTAMs and airspace considerations;
- (6) the radio frequencies (if applicable);
- (7) the pre-flight administrative procedures;
- (8) the procedure for filing a flight plan where required;
- (9) alternate aerodromes and landing areas.

EXERCISE 17b: IN-FLIGHT NAVIGATION

(a) Objective:

To advise the student instructor on how to teach performing a cross-country flight.

(b) Briefing:

The student instructor has to explain:

- (1) how to maintain track and re-route if necessary;
- (2) the altimeter settings;
- (3) the use of radio and phraseology;
- (4) the in-flight planning;
- (5) the procedures for transiting regulated airspace or ATC liaison where required;
- (6) the procedure in case of uncertainty of position;
- (7) the procedure in case of becoming lost;

(c) Air exercise:

The student instructor has to demonstrate:

- (1) maintaining track and re-routing if necessary;
- (2) altimeter settings;
- (3) the use of radio and phraseology;
- (4) in-flight planning;
- (5) procedures for transiting regulated airspace or ATC liaison where required;
- (6) uncertainty of position procedure;
- (7) lost procedure;
- (8) use of additional equipment where required;
- (9) joining, arrival and circuit procedures at remote aerodrome;
- (10) how to teach the student pilot to perform a cross-country flight;
- (11) how to analyse and correct errors as necessary.

EXERCISE 17c: CROSS-COUNTRY SOARING TECHNIQUES

(a) Objective:

To advise the student instructor on the techniques for an efficient cross country flight.

(b) Briefing:

The student instructor has to explain:

- (1) the speed to fly at maximal L/D ratio;
- (2) the speed to fly to maximise the cruise speed (Mc Cready theory);
- (3) how to select the optimal track (efficient use of cloud streets etc.);
- (4) how to calculate the final glide;
- (5) how to perform a safe out-landing.

(c) Air exercise:

The student instructor has to demonstrate:

- (1) a cross-country flight;
- (2) the selection of the optimal track (efficient use of cloud streets, etc) ;
- (3) the use of the Mc Cready ring;
- (4) use of final glide computers;
- (5) how to reduce risk and to react to potential dangers;
- (6) how to plan and perform an out-landing;
- (7) how to teach the student pilot techniques for an efficient cross-country flight;
- (8) how to analyse and correct errors as necessary.

B. BALLOONS

AMC1 FCL.940.FI(a)(2) FI — Revalidation and renewal

FI OR IRI REFRESHER SEMINAR

- (a) FI or IRI refresher seminars made available in Member States should have due regard to geographical location, numbers attending, and periodicity throughout the territory of the Member State concerned.
- (b) Such seminars should run for at least 2 days, and attendance from participants will be required for the whole duration of the seminar including breakout groups and workshops. Different aspects, such as inclusion of participants holding certificates in other categories of aircraft should be considered.
- (c) Some experienced FIs or IRIs currently involved with flying training and with a practical understanding of the revalidation requirements and current instructional techniques should be included as speakers at these seminars.
- (d) The attendance form will be completed and signed by the organiser of the seminar as approved by the competent authority, following attendance and satisfactory participation by the FI or IRI.
- (e) The content of the FI or IRI refresher seminar should be selected from the following:
 - (1) new or current rules or regulations, with emphasis on knowledge of Part-FCL and operational requirements;
 - (2) teaching and learning;
 - (3) instructional techniques;
 - (4) the role of the instructor;
 - (5) national regulations (as applicable);
 - (6) human factors;
 - (7) flight safety, incident and accident prevention;
 - (8) airmanship;
 - (9) legal aspects and enforcement procedures;
 - (10) navigational skills including new or current radio navigation aids;
 - (11) teaching instrument flying;
 - (12) weather related topics including methods of distribution.
 - (13) any additional topic selected by the competent authority.
- (f) Formal sessions should allow for a presentation time of 45 minutes, with 15 minutes for questions. The use of visual aids is recommended, with interactive video and other teaching aids (where available) for breakout groups and workshops.

GM1 FCL.940.FI(a)(2) FI — Revalidation and renewal

FI CERTIFICATE: REVALIDATION AND RENEWAL FORM

A. AEROPLANES

B. HELICOPTERS

C. AIRSHIPS

D. SAILPLANES

INSTRUCTIONAL FLYING EXPERIENCE			
<i>Instructors applying for revalidation of the FI certificate should enter the instructional hours and take-offs flown during the preceding 36 months.</i>			
SAILPLANE (hours and take-offs)		TMG (hours and take-offs)	
DAY	NIGHT	DAY	NIGHT
Total instructional hours (preceding 36 months):			
Total instructional hours (preceding 12 months):			
Total amount of take-offs (preceding 36 months):			
Total amount of take-offs (preceding 12 months):			
FI REFRESHER SEMINAR			
1	This is to certify that the undersigned attended an FI seminar		
2	Attendee's personal particulars:		
Name(s):		Address:	
Licence number:		Expiration date of FI(S) certificate:	
3	Seminar particulars:		
Date(s) of seminar:		Place:	
4	Declaration by the responsible organiser:		

<i>I certify that the above data are correct and that the FI seminar was carried out.</i>	
Date of approval:	Name(s) of organiser: (capital letters)
Date and place:	Signature:
5	Declaration by the attendee:
I confirm the data under 1 through 3	
Attendee's signature:	
PROFICIENCY CHECK	
<i>(Name(s) of applicant) has given proof of flying instructional ability during a proficiency check flight. This was done to the required standard.</i>	
Flying time:	Sailplane or TMG used:
Main exercise:	
Name(s) of FIE:	Licence number:
Date and place:	Signature:

E. BALLOONS

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AMC1 FCL.930.TRI TRI — Training course
TRI TRAINING COURSE: AEROPLANES

AMC2 FCL.930.TRI TRI — training course
HELICOPTERS

AMC1 FCL.930.CRI CRI — Training course
GENERAL

AMC1 FCL.940.CRI CRI — Revalidation and renewal
REFRESHER TRAINING

AMC1 FCL.930.IRI IRI— Training course
GENERAL

AMC1 FCL.930.MCCI MCCI — Training course
AEROPLANES

SUBPART K EXAMINERS

GM1 FCL.1000 **Examiner certificates**

SPECIAL CONDITIONS

When new aircraft are introduced, requirements such as to hold a licence and rating equivalent to the one for which the skill test is being conducted, or to have adequate flight experience, may not be possible to comply with. In this case, to allow for the first ratings for these aircraft to be issued to applicants, competent authorities need the possibility to issue a specific certificate that does not have to comply with the requirements established in this Subpart.

The competent authority should only give these certificates to holders of other examiner certificates. As far as possible, preference should be given to persons with experience in similar types or classes of aircraft, for example, in aircraft having the same kind and number of engines or rotors and of the same order of mass or technology.

The certificate should ideally be limited in validity to the time needed to qualify the first examiners for the new aircraft in accordance with this Subpart, but in any case it should not exceed the 3 years established in the rule.

GM1 FCL.1005(b) **Limitation of privileges in case of vested interests**

Examples of a situation where the examiner should consider if his/her objectivity is affected are when the applicant is a relative or a friend of the examiner, or when they are linked by economical interests or political affiliations, etc.

AMC1 FCL.1010 **Prerequisites for examiners**

When evaluating the applicant's background, the competent authority should evaluate the personality and character of the applicant, and his/her cooperation with the competent authority.

The competent authority may also take into account whether the applicant has been convicted of any relevant criminal or other offenses, taking into account national law and principles of non-discrimination.

AMC1 FCL.1015 **Examiner standardisation**

GENERAL

- (a) The competent authority may provide the course itself or through an arrangement with an ATO. This arrangement should clearly state that the ATO is acting under the management system of the competent authority.
- (b) The course should last:
 - (1) for the FE and FIE, at least 1 day, divided into theoretical and practical training;
 - (2) for other examiners, at least 3 days, divided into theoretical training (1 day) and practical training in an FFS conducting role played proficiency checks and skill tests (at least 2 days).
- (c) The competent authority or the ATO should determine any further training required before presenting the candidate for the examiner assessment of competence.

CONTENT

- (d) The training should comprise:
 - (1) Theoretical training covering at least:
 - (i) the contents of AMC2 FCL.1015 and the FEM;
 - (ii) Part-FCL and related AMCs and GM relevant to their duties;
 - (iii) operational requirements and related AMCs and GM relevant to their duties;
 - (iv) national requirements relevant to their examination duties;
 - (v) fundamentals of human performance and limitations relevant to flight examination;
 - (vi) fundamentals of evaluation relevant to applicant's performance;
 - (vii) management system of ATOs;
 - (viii) MCC, human performance and limitations, if applicable.
 - (2) Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable in the member state concerned.
 - (3) All items above are the core knowledge requirements for an examiner and are recommended as the core course material. This core course may be studied before recommended examiner training is commenced. The core course may utilise any suitable training format.
 - (4) Practical training consisting of at least:
 - (i) knowledge and management of the test for which the certificate is to be sought. These are described in the relevant modules in the FEM;

- (5) For an initial examiner certificate, practical training should include the examination of the test profile sought, consisting of the conduct of at least two test or check profiles in the role of examiner (these two tests or checks profiles can be performed in the same simulator session), including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. This training is conducted in the aircraft if approval for testing or checking in the aircraft is required. If examiner privileges in FSTD's are required, practical instruction in the use of FSTD(s) for testing or checking should also be completed.
- (6) If examiner privileges are to include the conduct of proficiency checks for the revalidation or renewal of an instrument rating, practical instruction should include the conduct of at least four instrument check profiles in the role of examiner, including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. This training is conducted in the aircraft if approval for testing or checking in the aircraft is required. If examiner privileges in both FSTD and aircraft are required, at least one of the instrument check profiles should be conducted in an FSTD.
- (7) For extension of an examiner certificate to further types (as required for TRE), further practical training on the new type may be required, consisting of the conduct of at least one test or check profile in the role of examiner on the new type, including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. A further examiner check on the new type may be required, which may be supervised by an inspector of the competent authority or a suitably authorised senior examiner.

AMC2 FCL.1015 Examiner standardisation
STANDARDISATION ARRANGEMENTS FOR EXAMINERS
LIMITATIONS

- (a) An examiner should allow an applicant adequate time to prepare for a test or check, normally not more than 1 hour.
- (b) An examiner should plan a test or check flight so that all required exercises can be performed while allowing sufficient time for each of the exercises and with due regard to the weather conditions, traffic situation, ATC requirements and local procedures.

PURPOSE OF A TEST OR CHECK

- (c) Determine through practical demonstration during a test or check that an applicant has acquired or maintained the required level of knowledge and skill or proficiency.
- (d) Improve training and flight instruction in ATOs by feedback of information from examiners about items or sections of tests or checks that are most frequently failed.
- (e) Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests or checks.

CONDUCT OF TEST OR CHECK

- (f) An examiner will ensure that an applicant completes a test or check in accordance with Part-FCL requirements and is assessed against the required test or check standards.
- (g) Each item within a test or check section should be completed and assessed separately. The test or check schedule, as briefed, should not normally be altered by an examiner. A failed item is not always a failed section, for example type rating skill test where a failure of an item in a section does not fail the entire section, only the failed item is taken again.
- (h) Marginal or questionable performance of a test or check item should not influence an examiner's assessment of any subsequent items.
- (i) An examiner should verify the requirements and limitations of a test or check with an applicant during the pre-flight briefing.
- (j) When a test or check is completed or discontinued, an examiner should debrief the applicant and give reasons for items or sections failed. In case of a failed or discontinued skill test and proficiency check, the examiner should provide appropriate advice to assist the applicant in re-tests or re-checks.
- (k) Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing will be recorded by the examiner on the test or check report, and will be signed by the examiner and countersigned by the applicant.

EXAMINER PREPARATION

- (l) An examiner should supervise all aspects of the test or check flight preparation, including, where necessary, obtaining or assuring an ATC 'slot' time.

- (m) An examiner will plan a test or check in accordance with Part-FCL requirements. Only the manoeuvres and procedures set out in the appropriate test or check form will be undertaken. The same examiner should not re-examine a failed applicant without the agreement of the applicant.

EXAMINER APPROACH

- (n) An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test or check flight. A negative or hostile approach should not be used. During the test or check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the debriefing.

ASSESSMENT SYSTEM

- (o) Although test or checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc. An examiner should terminate a test or check only when it is clear that the applicant has not been able to demonstrate the required level of knowledge, skill or proficiency and that a full re-test will be necessary or for safety reasons. An examiner will use one of the following terms for assessment:
- (1) a 'pass', provided that the applicant demonstrates the required level of knowledge, skill or proficiency and, where applicable, remains within the flight test tolerances for the licence or rating;
 - (2) a 'fail' provided that any of the following apply:
 - (i) the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions;
 - (ii) the aim of the test or check is not completed;
 - (iii) the aim of exercise is completed but at the expense of safe flight, violation of a rule or regulation, poor airmanship or rough handling;
 - (iv) an acceptable level of knowledge is not demonstrated;
 - (v) an acceptable level of flight management is not demonstrated;
 - (vi) the intervention of the examiner or safety pilot is required in the interest of safety.
 - (3) a 'partial pass' in accordance with the criteria shown in the relevant skill test appendix of Part-FCL.

METHOD AND CONTENTS OF THE TEST OR CHECK

- (p) Before undertaking a test or check an examiner will verify that the aircraft or FSTD intended to be used is suitable and appropriately equipped for the test or check.
- (q) A test or check flight will be conducted in accordance with the AFM and, if applicable, the AOM.
- (r) A test or check flight will be conducted within the limitations contained in the operations manual of an ATO.
- (s) Contents:
- (1) a test or check is comprised of:
 - (i) oral examination on the ground (where applicable);
 - (ii) pre-flight briefing;
 - (iii) in-flight exercises;
 - (iv) post-flight debriefing.
 - (2) oral examination on the ground should include:
 - (i) aircraft general knowledge and performance;
 - (ii) planning and operational procedures;
 - (iii) other relevant items or sections of the test or check.
 - (3) pre-flight briefing should include:
 - (i) test or check sequence;
 - (ii) power setting, speeds and approach minima, if applicable;
 - (iii) safety considerations.
 - (4) in-flight exercises will include each relevant item or section of the test or check;
 - (5) post-flight debriefing should include:
 - (i) assessment or evaluation of the applicant;
 - (ii) documentation of the test or check with the applicant's FI present, if possible.
- (t) A test or check is intended to simulate a practical flight. Thus, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised.
- (u) When manoeuvres are to be flown by sole reference to instruments, the examiner should ensure that a suitable method of screening is used to simulate IMC.
- (v) An examiner should maintain a flight log and assessment record during the test or check for reference during the post or flight debriefing.
- (w) An examiner should be flexible to the possibility of changes arising to pre-flight briefings due to ATC instructions, or other circumstances affecting the test or check.

- (x) Where changes arise to a planned test or check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test or check flight should be terminated.
- (y) Should an applicant choose not to continue a test or check for reasons considered inadequate by an examiner, the applicant will be assessed as having failed those items or sections not attempted. If the test or check is terminated for reasons considered adequate by the examiner, only these items or sections not completed will be tested during a subsequent test or check.
- (z) An examiner may terminate a test or check at any stage, if it is considered that the applicant's competency requires a complete re-test or re-check.

GM1 FCL.1015 Examiner standardisation

- (a) An examiner should plan per day not more than:
 - (1) three tests or checks relating to PPL, CPL, IR or class ratings;
 - (2) four tests or checks relating to LAPL, SPL or BPL;
 - (3) two tests or checks related to CPL, IR or ATPL;
 - (4) two assessments of competence related to instructor certificates;
 - (5) four tests or checks relating to SP type ratings.
- (b) An examiner should plan at least 2 hours for a LAPL, SPL or BPL, 3 hours for a PPL, CPL, IR or class rating test or checks, and at least 4 hours for FI, CPL, IR, MPL, ATPL or MP type rating tests or checks, including pre-flight briefing and preparation, conduct of the test, check or assessment of competence, de-briefing, evaluation of the applicant and document-tation.
- (c) When planning the duration of a test, check or assessment of competence, the following values may be used as guidance:
 - (1) 45 minutes for a LAPL(B) or BPL and SP class ratings VFR only;
 - (2) 90 minutes for LAPL(A) or (H), PPL and CPL, including navigation section;
 - (3) 60 minutes for IR, FI and SP type or class ratings;
 - (4) 120 minutes for CPL, MPL, ATPL and MP type ratings.
- (d) For the LAPL(S) and SPL test or check flight the flight time must be sufficient to allow that all the items in each test or check section can be fully completed. If not all the items can be completed in one flight, additional flights have to be done.

AMC1 FCL.1020 Examiners assessment of competence

GENERAL

- (a) The competent authority may nominate either one of its inspectors or a senior examiner to assess the competence of applicants for an examiner certificate.

DEFINITIONS

- (b) Definitions:

- (1) 'Inspector': the inspector of the competent authority conducting the examiner competence assessment;
- (2) 'Examiner applicant': the person seeking certification as an examiner;
- (3) 'Candidate': the person being tested or checked by the examiner applicant. This person may be a pilot for whom the test or check would be required, or the inspector of the competent authority who is conducting the examiner certification acceptance test.

CONDUCT OF THE ASSESSMENT

- (c) An inspector of the competent authority or a senior examiner will observe all examiner applicants conducting a test on a 'candidate' in an aircraft for which examiner certificate is sought. Items from the related training course and test or check schedule will be selected by the inspector for examination of the 'candidate' by the examiner applicant. Having agreed with the inspector the content of the test, the examiner applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the 'candidate'. The inspector will discuss the assessment with the examiner applicant before the 'candidate' is debriefed and informed of the result.

BRIEFING THE 'CANDIDATE'

- (d) The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:
- (1) the objective of the flight;
 - (2) licensing checks, as necessary;
 - (3) freedom for the 'candidate' to ask questions;
 - (4) operating procedures to be followed (for example operators manual);
 - (5) weather assessment;
 - (6) operating capacity of 'candidate' and examiner;
 - (7) aims to be identified by 'candidate';
 - (8) simulated weather assumptions (for example icing and cloud base);
 - (9) use of screens (if applicable);
 - (10) contents of exercise to be performed;
 - (11) agreed speed and handling parameters (for example V-speeds, bank angle, approach minima);
 - (12) use of R/T;
 - (13) respective roles of 'candidate' and examiner (for example during emergency);
 - (14) administrative procedures (for example submission of flight plan).
- (e) The examiner applicant should maintain the necessary level of communication with the 'candidate'. The following check details should be followed by the examiner applicant:
- (1) involvement of examiner in a MP operating environment;
 - (2) the need to give the 'candidate' precise instructions;
 - (3) responsibility for safe conduct of the flight;
 - (4) intervention by examiner, when necessary;
 - (5) use of screens;
 - (6) liaison with ATC and the need for concise, easily understood intentions;
 - (7) prompting the 'candidate' about required sequence of events (for example following a go-around);
 - (8) keeping brief, factual and unobtrusive notes.

ASSESSMENT

- (f) The examiner applicant should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:
- (1) questions from the 'candidate';
 - (2) give results of the test and any sections failed;
 - (3) give reasons for failure.

DEBRIEFING

- (g) The examiner applicant should demonstrate to the inspector the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:

- (1) advise the candidate on how to avoid or correct mistakes;
- (2) mention any other points of criticism noted;
- (3) give any advice considered helpful.

RECORDING OR DOCUMENTATION

- (h) The examiner applicant should demonstrate to the inspector the ability to complete the relevant records correctly. These records may be:
- (1) the relevant test or check form;
 - (2) licence entry;
 - (3) notification of failure form;
 - (4) relevant company forms where the examiner has privileges of conducting operator proficiency checks.

DEMONSTRATION OF THEORETICAL KNOWLEDGE

- (i) The examiner applicant should demonstrate to the inspector a satisfactory knowledge of the regulatory requirements associated with the function of an examiner.

AMC1 FCL.1020; FCL.1025

QUALIFICATION OF SENIOR EXAMINERS

- (a) A senior examiner specifically tasked by the competent authority to observe skill tests or proficiency checks for the revalidation of examiner certificates should:
 - (1) hold a valid or current examiner certificate appropriate to the privileges being given;
 - (2) have examiner experience level acceptable to the competent authority;
 - (3) have conducted a number of skill tests or proficiency checks as a Part-FCL examiner.
- (b) The competent authority may conduct a pre-assessment of the applicant or candidate carrying out a skill test and proficiency check under supervision of an inspector of the competent authority.
- (c) Applicants should be required to attend a senior examiner briefing, course or seminar arranged by the competent authority. Content and duration will be determined by the competent authority and should include:
 - (1) pre-course self-study;
 - (2) legislation;
 - (3) the role of the senior examiner;
 - (4) an examiner assessment;
 - (5) national administrative requirements.
- (d) The validity of the authorisation should not exceed the validity of the examiners certificate, and in any case should not exceed 3 years. The authorisation may be revalidated in accordance with procedures established by the competent authority.

AMC1 FCL.1025 Validity, revalidation and renewal of examiner certificates

EXAMINER REFRESHER SEMINAR

The examiner refresher seminar should follow the content of the examiner standardisation course, included in AMC1 FCL.1015, and take into account specific contents adequate to the category of examiner affected.

AMC1 FCL.1030 (b)(3) Conduct of skill tests, proficiency checks and assessments of competence

OBLIGATIONS FOR EXAMINERS APPLICATION AND REPORT FORMS

Common application and report forms can be found:

- (a) For skill tests or proficiency checks for issue, revalidation or renewal of LAPL, BPL, SPL, PPL, CPL and IR in AMC1 to Appendix 7;
- (b) For training, skill tests or proficiency checks for ATPL, MPL or class and type ratings, in AMC1 to Appendix 9;
- (c) For assessments of competence for instructors, in AMC5 FCL.935.

APPENDICES

AMC1 to Appendix 3 Training courses for the issue of a CPL and an ATPL

GM1 to Appendix 3; Appendix 6; FCL.735.H

OVERVIEW OF FSTD TRAINING CREDITS FOR DUAL INSTRUCTION IN HELICOPTER FLYING TRAINING COURSES

*GM1 to Appendix 5 Integrated MPL training course
GENERAL*

AMC1 to Appendix 6 Modular training course for the IR

AMC2 to Appendix 6 Modular training course for the IR

AMC3 to Appendix 6 Modular training course for the IR

GM1 to Appendix 7 IR skill test

AMC1 to Appendix 7 IR skill test

LAPL, BPL, SPL, PPL, CPL, IR SKILL TEST AND PROFICIENCY CHECK APPLICATION AND REPORT FORM

APPLICATION AND REPORT FORM LAPL, BPL, SPL, PPL, CPL, IR SKILL TEST AND PROFICIENCY CHECK			
Applicant's last name(s):			
Applicant's first name(s):		LAPL: A <input type="checkbox"/> H <input type="checkbox"/> B <input type="checkbox"/> S <input type="checkbox"/>	
Signature of applicant:		BPL: <input type="checkbox"/> SPL: <input type="checkbox"/>	
Type of licence*:		PPL: A <input type="checkbox"/> H <input type="checkbox"/> As <input type="checkbox"/>	
Licence number*:		CPL: A <input type="checkbox"/> H <input type="checkbox"/> As <input type="checkbox"/>	
State:		IR: A <input type="checkbox"/> H <input type="checkbox"/> As <input type="checkbox"/>	
1 Details of the flight			
Group, class, type of aircraft:		Registration:	
Aerodrome or site:	Take-off time:	Landing time:	Flight time:
			Total flight time:
2 Result of the test			
Skill test details:			
Pass <input type="checkbox"/>	Fail <input type="checkbox"/>	Partial pass <input type="checkbox"/>	
3 Remarks			
Location and date:			
Examiner's certificate number *:		Type and number of licence:	
Signature of examiner:		Name(s) in capital letters:	

* if applicable

AMC1 to Appendix 9 Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

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