



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









Part-FCL









Subparts D to K

Workshop on Reg. 1178/2011 and 290/2012
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-  Subpart D - CPL
-  Subpart E - MPL
-  Subpart F - ATPL
-  Subpart G - IR
-  Subpart H - Class and Type Ratings
-  Subpart I - Additional Ratings
-  Subpart J - Instructors
-  Subpart K - Examiners

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➤ Categories

- aeroplanes CPL(A)
- helicopters CPL(H)
- airships CPL(As)

➤ Specific requirements for MPL holders

➤ Distance learning courses

- possible for modular courses
- see ORA.ATO.300

- ▶ Training syllabus (Appendix 3)
 - ▶ modular courses (ATP and CPL)
 - ▶ integrated courses (ATP, CPL/IR, CPL and in addition for helicopters ATP/IR)
 - ▶ one hour = 60 minutes, breaks shall not be included (AMC for Appendix 3)
- ▶ Differences between Part-FL and JAR-FCL
 - ▶ changes in theory knowledge hours (decreased/increased by 50-100 h)
 - ▶ some elements moved from rule to AMC (course duration, hours for different theory subjects)
 - ▶ new courses for airships (CPL/IR integrated, CPL integrated, CPL modular)

- CPL Skill test (Appendix 4)
 - report forms for CPL(A), CPL(H) and CPL(As)
 - to be flown as single pilot operation with Flight Examiner FE
 - SE or ME
 - duration at least 90 minutes

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Multi-crew pilot licence

- Privilege to act as a co-pilot in an aeroplane required to be operated with a co-pilot
- Additional privileges **only** by additional experience/training/checking
 - PPL(A)
 - CPL(A)
 - IR Single pilot operations



Multi-crew pilot licence

- ▶ Training course in Appendix 5
 - ▶ four phases
 - ▶ continuous assessment of the skills
 - ▶ applicant shall demonstrate performance in 9 competency units in multi-engine turbine-powered multi-pilot aeroplane

- ▶ Skill test in Appendix 9
 - ▶ with the same type as in advanced phase of the training

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➤ Categories

- aeroplanes ATPL(A)
- helicopters ATPL(H)

➤ ATPL(A) via MPL route

- restriction to multi-pilot operations if no required single pilot experience/training/checking

- Training syllabus (Appendix 3)
 - modular and integrated courses
- Distance learning possible for modular course

- Skill test only after training performed and experience gained
 - experience requirements as in JAR-FCL
 - skill test forms in Appendix 9

- Definitions for multi-pilot aircraft and multi-pilot operations (FCL.010)

Multi-pilot operation:

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

Multi-pilot aircraft:

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

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- Flying under IFR is possible with
 - aeroplanes
 - helicopters
 - airships
 - powered-lift aircraft
- Required licence: PPL, CPL, MPL or ATPL
- Not possible with LAPL, SPL or BPL



Instrument rating

➤ Prerequisites

- privileges to fly at night (FCL.810)

- in general 50 h cross-country flight time, of which at least 10 h in relevant aircraft category

- exemptions:

- for IR(H) if completed integrated course

- for IR(As) at least 20 h in the airships



Instrument rating

- For powered-lift aircraft IR(A) or IR(H) is needed
- CAT II or CAT III operations only after specific training and checking
 - shall be marked in the licence
- PIC under IFR in multi-pilot helicopters
 - at least 70 h instrument time
- From SE IR to ME IR
 - 5 h training + checking on ME aircraft

Training courses for IR

- **Integrated courses in Appendix 3**
 - Introduced in earlier slides
- **Modular course in Appendix 6**
 - Basic Instrument Flight Module
 - Procedural Instrument Flight Module

- Differences between Part-FCL and JAR-FCL
 - change in theory knowledge hours
 - decreased to 150h
 - for ATPL(H) holder additional theory credit 50 h when applying for IR(H)
 - see also crediting in Appendix 1
- new course for airships IR(As)

- Skill test in Appendix 7
 - report forms for IR(A), IR(H) and IR(As)
 - to be flown as single pilot operation with Instrument Rating Examiner IRE
 - for IR/SE with single engine aircraft
 - for IR/ME with multi-engine aircraft
 - duration at least 1 hour



Instrument rating

- IR rating valid for 1 year
- If expired:
 - refresh training at ATO + IR prof check
 - guidance in AMC1 FCL.625(c):
 - expired less than 3 months: no supplementary requirements
 - expired 3 months to 1 year: a minimum of one training session
 - expired 1 to 7 years: a minimum of three training sessions
 - expired more than 7 years: the applicant should undergo the full training course for the issue of the IR.

- If expired for 7 years
 - pass IR theoretical examination +
 - IR skill test

- Revalidation
 - cross-crediting table in Appendix 8
 - if IR revalidation not combined with CR/TR revalidation, FNPT or FFS can be used each alternate time



IR cross-crediting aeroplanes

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.

When a proficiency check including IR is performed, and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MP type rating; High performance complex aeroplane type rating	SE class * and SE type rating *, and SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for section 3B of the skill test for single pilot non-high performance complex aeroplane of Appendix 9 *
SP ME non high performance complex aeroplane type rating, operated as single-pilot	SP ME class *, and SP ME non-high performance complex aeroplane type rating, and SE class and type rating *
SP ME non high performance complex aeroplane type rating, restricted to MP operation	SP ME class*, and SP ME non-high performance complex aeroplane type rating *, and SE class and type rating *



IR cross-crediting aeroplanes

Table continues..

SP ME class rating, operated as single-pilot	SE class and type rating, and SP ME class, and SP ME non-high performance complex aeroplane type rating
SP ME class rating, restricted to MP operation	SE class and type rating *, and SP ME class*, and SP ME non-high performance complex aeroplane type rating *
SP SE class rating	SE class and type rating
SP SE type rating	SE class and type rating

* Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on an SP class or type of aeroplane in single pilot operations, or, for multi-engine non-high performance non-complex aeroplanes, the applicant has passed section 6 of the skill test for single-pilot non-high performance non-complex aeroplanes flown solely by reference to instruments in single-pilot operation.



IR cross-crediting helicopters

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

When a proficiency check, including IR, is performed and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MPH type rating	SE type rating*, and SP ME type rating. *
SP ME type rating, operated as single-pilot	SE type rating, SP ME type rating.
SP ME type rating, restricted to multi-pilot operation	SE type rating, * SP ME type rating. *

* Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.

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Class and type ratings

- LAPL, SPL and BPL licences don't have ratings
- Class and type ratings list in EASA webpage:
<http://easa.europa.eu/certification/experts/typeratings-list-licence-endorsement-list.php>
- single-pilot and multi-pilot ratings
- HPA types are already marked
- in the future also complex types will be marked in the list

1) FCL.725:

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

2) Appendix 9:

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



Class and type ratings

- Recommendations to be followed when developing type rating courses in Part-ORA and AMCs
 - theory and flight training items included
 - see AMC2 and AMC3 for ORA.ATO.125
- Initial and additional TR(H) in AMC2 FCL.725(a)

- Theory syllabi in AMC1 FCL.725(a)



Class and type ratings

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



Class and type ratings

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



Class and type ratings

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



Class and type ratings

➤ HPA course

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

➤ ZFTT training

- flight experience requirement 1500h or 500h depending on FFS level
- see FCL.730.A and also ORA.ATO.330



Class and type ratings

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



Class and type ratings

- ▶ Prerequisites for powered-lift type ratings
 - ▶ applicant shall have either frozen ATPL or ATPL for aeroplanes or for helicopters
 - ▶ in addition
 - ▶ multi-pilot experience required and
 - ▶ performed flight instruction in other category than for which licence is hold
- ▶ No powered-lift licence, only type ratings



Class and type ratings

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



Class and type ratings

- Multi-crew co-operation course
 - 25 h theory, airships 12 h
 - amount of practical training depends on combinations
 - aeroplanes: 20 h/15h/10h
 - helicopters MCC/IR: 20h/15h/10h
 - helicopters MCC/VFR: 15h/10h/7h
 - airships 5h
 - see syllabus AMC1 FCL.735.A; FCL.735.H
- MCC course valid also for other categories



Class and type ratings

► Theoretical knowledge examination for class/type

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



Class and type ratings

Skill test according to Appendix 9

Report forms for:

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



Class and type ratings

Applicant shall pass the skill test

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



Class and type ratings

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

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



Class and type - Revalidation

- ▶ Ratings are valid for 1 year, except SP SE class ratings 2 years
- ▶ Aeroplanes:
 - ▶ ME and type ratings -> prof check + experience
 - » if working for CAT operator -> combined OPC+TPC
 - ▶ SP SEP and TMG ratings -> prof check or experience + training flight



Class and type - Revalidation

➤ Helicopters

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

➤ Powered-lift ratings

- prof check + experience

➤ Airship ratings

- prof check + experience

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

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Additional ratings

Aerobatic rating

Sailplane towing and banner
towing ratings

Night rating

Mountain rating

Flight test rating

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

- Also possible for LAPL holder

Privileges are limited to the category on which training was performed

- Extension via additional training

What is required:

- Specified PIC flight experience and
- Theory and flight training at ATO

Sailplane towing and banner towing ratings

- For holders of aeroplane pilot licence or TMG
 - also for LAPL holders

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

Sailplane towing and banner towing ratings

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



Night rating

For holders of aeroplane, helicopter, airship, balloon pilot licence or TMG

- Also for LAPL holders

What is required:

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



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

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



Mountain rating

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



Mountain rating

What is required:

- Theory and flight training at ATO
- Skill test (incl. verbal theory exam)

Rating is valid for 2 years

Revalidation via recent experience or prof check

Renewal via prof check



Flight test rating

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

- What is required
 - CPL/IR in the appropriate category
 - specified flight experience
 - training course at ATO

- Privileges will be limited to the flight test and aircraft category on which training was performed
 - extension via additional training

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Instructor certificates

Flight instructor FI

Type rating instructor TRI

Class rating instructor CRI

Instrument rating instructor IRI

Synthetic flight instructor SFI

Multi-crew cooperation instructor MCCI

Synthetic training instructor STI

Mountain rating instructor MI

Flight test instructor FTI

Key points of Subpart J

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

Certificates valid for three years

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

Revalidation requirements

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

Different experience, training and checking requirements for different privileges

- FI to instruct for LAPL, SPL, BPL, towing and aerobatic rating
- TRI to instruct for powered-lift type ratings
- any limitation or extension to be endorsed in the licence

- SP HPA complex aeroplanes
 - FI, CRI and STI are not allowed to instruct for these type ratings

Grandfather rights according to article 4:

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

- TRI(A) and SFI(A)
 - privileges to instruct for
 - multi-pilot type ratings
 - SP HPA complex type ratings in single-pilot or multi-pilot operations
- Specific experience requirements

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

- Extension via 15 h PIC experience and one training flight

MCCI privileges restricted to type in which the course was taken

- Extension via practical training









Also STI is type specific

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

- Pre-entry flight test before training course

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

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

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Flight examiner FE

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

Type rating examiner TRE

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

Class rating examiner CRE

- CRE(A)

Instrument rating examiner IRE

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

Synthetic flight examiner SFE

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

Flight instructor examiner FIE

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

Major differences to JAR-FCL

- Part-FCL examiner holds a certificate instead of an authorisation
 - increased liability issues for examiner – it is advised to take out ‘professional indemnity’ insurance.
- An examiner conducting a test/check on another MS licence holder must:
 - pre-notify competent authority of licence holder
 - receive a briefing from competent authority of the licence holder on national admin procedures, requirements for protection of personal data, liability, accident insurance and fees

Major differences to JAR-FCL - continued

- CRE's perform test/check for class and type ratings for single pilot aeroplanes, except single pilot high performance complex aeroplanes
- TRE(SPA) must conduct test/check for SP HPA complex aeroplane type ratings
- Authority no longer able to refuse a Part-FCL certified examiner, who has given pre notification to and completed a briefing by applicant licence holder MS.
 - authority may designate the examiner for skill tests

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

Timeline:

From 8th April 2012

- JAR Examiner Authorisations become Part-FCL examiner certificates.

From 8th April 2013 (Portugal derogation from 8th April 2012)

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



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Thank you for your attention.
Any Questions?