

By virtue of point 14, subpoint 2 of the Decision on the Establishment of the Civil Aviation Directorate of the State of Serbia and the State of Montenegro (Official Gazette of RS No. 102/03), Article 111, paragraph 1, Article 112, paragraph 3, Article 129 and Article 130, paragraph 1 of the Air Transport Law (Official Gazette of the Federal Republic of Yugoslavia No. 12/98, 5/99-corrigendum, 38/99, 44/99, 73/00, 70/01 and the Official Gazette of the Republic of Serbia, No. 101/05) the Decision on the exercise of the founding rights in the Civil Aviation Directorate of the State of Serbia and the State of Montenegro (Official Gazette of RS No. 53/06) and the Decision on the name modification of the Civil Aviation Directorate of the state of Serbia and the state of Montenegro (Official Gazette No. 12/07),

The Council of the Directorate of the Republic of Serbia lays down the following

REGULATION ON LICENSING AND HELICOPTER PILOTS TRAINING CENTERS

Article 1

This regulation provides for the types of licenses that can be obtained by helicopter pilots, ratings that may be endorsed and authorization to be obtained by its holders, requirements and procedures for the issue, revalidation and renewal of licenses, ratings and authorization; training programs for helicopter pilots, programs for the identification and verification of their professional training and requirements to be met by legal entities engaged in providing of helicopter pilots training.

Article 2

Terms used herein shall have the following meanings:

- 1) Joint Aviation Authorities (JAA) means a body to the authority of the European Civil Aviation Conference (*European Civil Aviation Conference - ECAC*), which is composed of representatives of the civil aviation authorities of the Member States;
- 2) Member States JAA (*JAA Member State*) the states that signed the arrangements on the development, acceptance and implementation of joint aviation requirements (Joint Aviation Requirements) concluded in Cyprus, 11 September 1990;
- 3) Joint Aviation Requirements - Flight Crew Licensing - JAR-FCL shall mean the collection of aviation requirements that which establish requirements and procedures for obtaining, issue, renewal and revalidation of licences and ratings for airplane, helicopter pilots and flight engineers, including the requirements and procedures for issue of medical fitness certificates;
- 4) Authority shall mean the Civil Aviation Directorate of the Republic of Serbia (hereinafter: Directorate);
- 5) Flight Training Organisation (FTO) shall mean a training center authorized to conduct training of flight personnel for obtaining licences and ratings;
- 6) Type Rating Training Organisation (TRTO) shall mean a training center authorized to conduct flight crew training to obtain type ratings.

Article 3

The requirements and manner of obtaining, issue, renewal and revalidation of helicopter pilots licences, ratings and authorizations are set out in Annex 1 (JAR-FCL 2) and Annex 2 (Supplementary requirements for the implementation of JAR-FCL 2 in the Republic of Serbia) which are attached to this Regulation and is an integral part thereof.

Article 4

Training for helicopter pilots may be carried out by FTOs and TRTOs meeting the requirements set out in Annex 1 (JAR-FCL 2055) and approved by the Directorate.

Article 5

Training for obtaining licences, ratings and authorization shall be conducted in accordance with the Training Programme given in Appendix 1 (JAR-FCL 2).

Article 6

In the event of disagreement regarding the interpretation of the provisions of this Regulation text of the original document JAR-FCL 2 (Sixth Amendment) in English language shall prevail.

Article 7

Helicopter pilot licenses, ratings and authorizations obtained before the entry into force of this Regulation shall remain valid until the specified expiry date.

Certificates of competency for training centers for helicopter pilots issued before the entry into force of this Regulation shall remain valid until the specified expiry date.

Article 8

Regulation on licensing and helicopter pilots training centers ("Official Gazette of RS, No. 56/07, 83/07) shall be repealed on the date of entering into force of this Regulation.

Article 9

This Regulation shall enter into force on the eighth day following its publication in the Official Gazette of the Republic of Serbia.

Number 1/0-01-0002/2008-0005
In Belgrade, 13 October 2008

The Council

Chairmen

Milutin Mrkonjic
signed

APPENDIX 1

JAR-FCL 2

PART 1 - REQUIREMENTS

1. GENERAL

This section contains requirements related to flightcrew licencing (Helicopters)

SECTION A - GENERAL REQUIREMENTS

JAR-FCL 2.001 Definitions and abbreviations

(See IEM FCL 2.001)

Category (of aircraft):

Classification of aircraft according to their basic characteristics, eg. airplane, helicopter, glider, free balloon.

Conversion (of a license):

The issue of a JAR-FCL license on the basis of a license issued by a non-JAA State.

Co-pilot:

Means a pilot operating other than as pilot-in-command, an aircraft for which more than one pilot is required under the type certification of the aircraft or the operational regulations under which the flight is conducted, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

Dual instruction time:

Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

Flight time:

The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

Flight simulation training device(FSTD)

Any synthetic training device that partially or completely replicates helicopter types, systems, and including devices for general (non-specific) procedures, which are used as a part of training course and has been approved for this purpose in accordance with JAR - FSTD (H).

Instrument time:

Time during which a pilot is controlling an aircraft in flight or time on synthetic training devices on ground.

Instrument flight time:

Time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

Instrument ground time:

Time during which a pilot is receiving instruction in simulated instrument flight in synthetic training devices (STDs).

Multi-crew co-operation:

The functioning of the flight crew as a team of cooperating members led by the pilot-in-command.

Multi-pilot helicopters:

A type of helicopter that is required to be operated with a minimum crew of at least two pilots or required to be operated by a crew of at least two pilots in accordance with JAR-OPS.

Multi pilot operation:

Duties approved by the competent aviation authority requiring least two pilots and multi-crew co-operation on multi-pilot helicopters.

Night:

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.

Private pilot:

Pilot who holds a license which prohibits the pilot from operating an aircraft for remuneration.

Professional Pilot:

A pilot who holds a license permitting the pilot to operate an aircraft for remuneration.

Proficiency check:

Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require.

Rating:

An entry in a licence relating to specific conditions, privileges or restrictions pertaining to that licence.

Renewal (e.g. rating/approval):

The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

Revalidation (e.g. rating/approval):

The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

Single pilot Helicopters:

Helicopters certificated for operation by one pilot.

Single pilot crew:

All flight procedures performed by a single pilot.

Skill test:

Skill tests are demonstrations of skill for licence or rating issue, including such oral examination as the examiner may require.

Solo flight time:

Flight time during which a student pilot is the sole occupant of an aircraft.

Flying as a student pilot-in-command (SPIC):

A flight during which the flight instructor merely supervises a student flying as a pilot-in-command, and does not influence or control the flight of the aircraft.

Touring Motor Glider (TMG):

A motor glider having a certificate of airworthiness issued or accepted by a JAA Member State having an integrally mounted, non-retractable engine and a non-retractable propeller including (including those listed in Appendix 1 to JAR-FCL 2.215).

It shall be capable of taking off and climbing under its own power according to its flight manual.

Type (of aircraft):

All aircraft of the same basic design, including all modifications except those modifications which result in a change of handling, flight characteristics or flight crew complement. For abbreviations see IEM FCL 2,001.

JAR-FCL 2.005 Application

(See Appendix 1 to JAR-FCL 2.005) (See AMC FCL 2.005 and 2.015)

(A) *General*

(1) The requirements set out in JAR-FCL shall apply to all arrangements made for training, testing

and applications for the issue of licences, ratings, authorisations, approvals or certificates received by the Authority after the entry into force of this Regulation.

(2) (I) Whenever licences, ratings, authorisations, approvals or certificates are mentioned in JAR-FCL, these are meant to be licences, ratings, authorisations, approvals or certificates issued in accordance with JAR-FCL. In all other cases these documents are specified as e.g. ICAO or national licences.

(II) Whenever reference is made to requirements on experience, it shall mean flight time on a helicopter, unless otherwise specified.

(4) Whenever reference is made to JAA Member State for the purpose of mutual recognition of licenses, ratings, authentication, approvals or certificates, it shall mean a full JAA Member State.

(5) All synthetic training devices mentioned in JAR-FCL substituting an aircraft for training purposes are to be device qualified in accordance with JAR-STD and user approved by the Authority in accordance with JAR-FCL.

(6) Whenever a reference is made to aeroplanes this does not include microlights as defined nationally, unless otherwise specified.

(7) A licence issued on the basis of the training performed outside a JAA Member State, except training performed in accordance with JAR-FCL 2055 (a) (1) shall have an entry to limit the privileges for aircraft registered in the State where the licence was issued.

(8) Ratings issued on the basis of training performed outside a JAA Member State except the training performed in accordance with JAR-FCL 2.055(a)(1), shall be limited to aircraft registered in the State of licence issue.

(b) *Transitional provisions*

(1) Not applicable.

(2) Not applicable.

(3) Holders of a licence issued in accordance with the national regulations of a JAA Member State

before the entry into force of this Regulation, or in accordance with the paragraph (b) (1), may apply to the State of licence issue for the issue of the equivalent licence specified in JAR-FCL 2 (H) which enables its holder to exercise the privileges in other States as set out in JAR-FCL 2.015(a)(1). For the issue of such licences, the holder shall meet the requirements set out in Appendix 1 to JAR-FCL 2.005.

(4) Holders of licences issued in accordance with the national regulations of a JAA Member State, which do not fully comply with the requirements in Part 1 to JAR-FCL 3 shall be permitted to exercise the privileges of the national license held.

(5) Aviation Authority of JAA Member States shall, if possible:

(I) Entry of language proficiency in accordance with JAR-FCL 2.010(a)(4) shall be made in all new or renewed licences. A pilot may have more than one language entered (see note FCL 2.010 (a) (4);

(li) introduce procedures so that the existing licence shall include the entry of proficiency in accordance with JAR-FCL 2.075 (a) (2) (XIII).

B. Based on existing methods of assessment, aviation authorities have requested the registration of proficiency level 4 (operational level) for the license holder with the right use of radiotelephony in English and other languages, if any.

(C) Continuation of examiners holding national authorizations

Examiners who held national authorizations prior to the introduction of JAR-FCL regulations, may be authorized as JAR-FCL 2 (Helicopters) examiners, demonstrating the knowledge of a JAR-FCL and JAR-OPS to the Authority. The authorisation will be for a maximum of 3 years. Thereafter re-authorisation will be subject to completion of the requirements set out in 2.425(a) and (b).

JAR-FCL 2.010 Basic authority to act as flight crew member

(See Appendix 1 to JAR-FCL 2.010)

(See AMC No. 1 to JAR-FCL 2.010)

(A) License and rating

(1) A person performing duties of a flight crew member of a civil helicopter registered in a JAA Member State shall be a holder of a valid license and rating, in accordance with the requirements of JAR-FCL and duties to be performed by, or authorization, as required in

JAR-FCL 2.085 and / or 2.230

The licence must be issued by:

(I) a JAA Member State;

(II) ICAO Member States and rendered valid in accordance with JAR-FCL 2.015 (b) or (c).

(2) Pilots holding national motor gliders licences/ratings/authorisations are also permitted to operate touring motor gliders under national regulations.

(3) Pilots holding a restricted national private pilot's licence are permitted under national regulations to operate helicopters registered in the State of licence issue within that State's airspace.

(4) Applicants for licences and licence holders who are required to use radiotelephony shall demonstrate the ability to speak and understand the language used in radio-telephony

6. communications in accordance with Appendix 1 to JAR-FCL 2.010. Language skills must be as a minimum at the operational level (level 4) ICAO (ICAO Language Proficiency Rating) (see Appendix 2 to JAR-FCL

2010 and No AMC.1 to JAR-FCL 2010).

Note: The provisions relating to ICAO Volume II, Chapter 5, require that the language used in radio telephony communications can be a language that is commonly used in ground stations

or in English. In practice, however, the situation will occur where license holders will be required to know only the language normally used in ground stations.

Exercise of privileges

The holder of a licence, rating or authorisation shall not exercise privileges other than those granted by that licence, rating or authorisation.

(C) Appeals, enforcement

(1) A JAA Member State may at any time in accordance with its national procedures act on appeals, limit privileges, or suspend or revoke any licence, rating, authorisation, approval or certificate it has issued in accordance with the requirements of JAR-FCL if it is established that an applicant or a licence holder has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State of licence issue.

(2) If a JAA Member State establishes that an applicant or licence holder of a JAR-FCL licence issued by another JAA Member State has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State in which an aircraft is being flown, the JAA Member State shall inform the State of licence issue and the Licensing Division of the Central JAA. In accordance with its national law, a JAA Member State may direct that in the interest of safety an applicant or licence holder it has duly reported to the State of licence issue and the JAA for the above reason may not pilot aircraft registered in that State or pilot any aircraft in that State's airspace.

JAR-FCL 2.015. Acceptance of licenses, ratings, authorizations, approvals or certificates

(See Appendix 1 to JAR-FCL 2.015)
(See Appendix 2 to JAR-FCL 2.015)
(See Appendix 3 to JAR-FCL 2.015)
(See AMS FCL 2005 and 2.015)

(A) Licences, ratings, authorizations, approvals or certificates issued in a JAA Member State

(1) Where a person, an organisation or a service has been licensed, issued with a rating, authorisation, approval or certificate by the Authority of a JAA Member State in accordance with the requirements of JAR-FCL and associated procedures, such licences, ratings, authorisations, approvals or certificates shall be accepted without formality by other JAA Member States.

(2) Not applicable.

(b) Licences issued by non-JAA States

(1) A licence issued by a non-JAA State may be rendered valid at the discretion of the Authority of a JAA Member State for use on aircraft registered in that JAA Member State in accordance with Appendix 1 to JAR-FCL 2.015.

7.

(2) Validation of a professional pilot's licence and a private pilot license with instrument rating shall not exceed one year from the date of validation, provided that the basic license is valid. Any further validation for use on aircraft registered in any JAA Member State is subject to

agreement by the JAA Member States and to any conditions seen fit within the JAA. The holder of a license that is accepted by a JAA Member State shall meet the requirements stated in JAR-FCL.

(3) Requirements specified in subparagraphs (a) and (2) shall not apply where aircraft registered in JAA Member State are leased to an operator in a non-JAA State, provided that the State of the operator has accepted for the period of lease the responsibility for the technical and/or operational supervision in accordance with JAR-OPS 3.165. The licences of the flight crews of the non-JAA State operator may be validated at the discretion of the Authority of the JAA Member State concerned, provided that the privileges of the flight crew licence validation are restricted for use during the lease period only on nominated aircraft in specified operations and not involving a JAA operator, directly or indirectly, through a wet lease or other commercial arrangement.

(C) Conversion of a licence issued by a non- JAA State

(1) Professional pilot licence and/or IR issued by a non-JAA State may be converted to a JAR-FCL licence provided that an arrangement exists between the JAA Member State and the non-JAA State. The agreement must be based on a reciprocal basis and the acceptance of licenses must provide an adequate level of safety training and testing in a Member State and not a member of the JAA. Any arrangement entered into will be reviewed periodically, as agreed by the non-JAA State and the JAA. A licence converted according to such an arrangement shall have an entry indicating the non-JAA State upon which the conversion is based. Another JAA Member State shall not be obliged to accept any such license.

(2) Private pilot licenses, issued by a non-JAA State, State may be converted to a JAR-FCL licence with single-pilot type ratings by complying with the requirements shown in Appendix 2 to JAR-FCL 2.015.

(d) When an Authority issues a licence which deviates from JAR-FCL, an endorsement shall be made on the licence, under item XIII.

JAR-FCL 2.016 Credit given to a holder of a licence issued by a non-JAA Member State

(a) An applicant for a JAR-FCL(H) licence and IR(H), if applicable, already holding at least an equivalent licence issued in accordance with ICAO Annex 1 by a non-JAA Member State shall meet all the requirements of JAR-FCL, except that the requirements of course duration, number of lessons and specific training hours may be reduced.

As regards credits the Authority may be guided on the basis of recommendation from an appropriate training organization.

(b) The holder of an ATPL(H) with valid IR(H) issued in accordance with ICAO Annex 1 who meets the 1 000 hours flying experience requirements on multi-pilot helicopters as a PIC or a co-pilot under Appendix 1 to JAR-FCL 2.015 may be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, provided that the licence contains a valid multi-pilot type rating with IR(H) privileges for the helicopter to be used for the ATPL(H) skill test in accordance with JAR-FCL 2.295.

(c) An ATPL(H) licence holder issued in accordance with ICAO Annex 1 who meets the 1000 hours flying time on helicopters with multi pilot helicopters as a PIC or a co-pilot under Appendix 1 to JAR - FCL 2.015, from the requirements to undergo approved training prior to prior to undertaking the theoretical knowledge examinations and the skill test, if the license contains a

valid authorization to fly as PIC on the type of helicopter pilots with more on that will be made practical examination for ATPL (H), in accordance with JAR - FCL 2.295.

JAR-FCL 2.017 Authorisations/Ratings for special purposes

Authorizations/ratings for special purposes associated with a license (e.g. IMC flying, crop dusting, mountain flying, fire fighting, etc.) may be established by the Authority in accordance with the requirements of that JAA Member State for use solely within that Member State's airspace. The use of such authorizations/ratings in another JAA Member State airspace may be made on the basis of a separate agreement with that State, except where a bilateral agreement exists.

JAR-FCL 2.020 Credit for Military Service

(See Appendix 1 to JAR-FCL 2.005)

Application for credit:

Military flight crew members applying for licences and ratings specified in JAR-FCL shall apply to the Authority of the State for which they serve(d). The knowledge, experience and skill gained in military service will be credited towards the relevant requirements of JAR-FCL licences and ratings at the discretion of the Authority. The policy for the credit given shall be reported to the JAA. The privileges of such licences shall be restricted to aircraft registered in the State of licence issue until the requirements set out in the Appendix 1 to JAR-FCL 2.005 are met.

JAR-FCL 2.025 Validity of licences and ratings

(See JAR-

FCL 2.010 (a)

(4)) (See IEM

FCL 2.025)

(a) A licence holder shall not exercise the privileges granted by any licence or rating issued by a JAA Member State unless the holder maintains competency by meeting the relevant requirements of JAR-FCL.

(b) Validity of the licence and revalidation of a rating

(1) The validity of the license is determined by the validity of the ratings contained therein and the medical certificate (see IEM FCL 2.025) with the entry of language proficiency made.

(2) When issuing or revalidating/renewing a rating, the Authority may extend the validity period of the rating until the end of the month in which the validity expires.

(c) The licence will be issued for a maximum period of 5 years. Within this period of 5 years the licence will be re-issued by the Authority:

- (1) after initial issue or renewal of a rating;
- (2) when paragraph XII in the licence is completed and no further spaces remain;
- (3) for any administrative reason;
- (4) at the discretion of the Authority when a rating is revalidated.

Valid ratings will be transferred to the new licence document by the Authority. The licence holder shall apply to the Authority for the re-issue of the licence. The application shall include the necessary documentation.

JAR-FCL 2.026 Recent experience for pilots not operating in accordance with JAR-OPS3

(a) A pilot shall not operate a helicopter as pilot-in-command carrying passengers unless that pilot has made three circuits, each to include takeoffs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days;

(b) A co-pilot shall not operate as pilot at the flight controls of a helicopter carrying passengers during take-off and landing unless that co-pilot has operated as pilot flying during take-off and landing in a helicopter of the same type or a flight simulator, of the helicopter type to be used, in the preceding 90 days;

(c) The holder of a licence which does not include a valid instrument rating (helicopter) shall not act as pilot-in-command of a helicopter carrying passengers at night unless during the previous 90 days the licence holder fulfilled the requirements of JAR-FCL 2.026(a) by night.

JAR-FCL 2.030 Arrangements for testing

(a) Authorisation of examiners: the Authority will designate and authorise as examiners suitably qualified persons of integrity to conduct on its behalf, skill tests and proficiency checks. The minimum qualifications for examiners are set out in JAR-FCL 2 Subpart I. Examiners' responsibilities and privileges will be notified to them individually in writing by the Authority.

(b) Number of examiners: the Authority will determine the number of examiners it requires, taking account of the number and geographic distribution of its pilot population.

(c) Notification of examiners:

(1) Number of examiners. The Authority will determine the number of examiners it requires, taking account of the number and geographic distribution of its pilot population. The list will be made available to TRTOs, FTOs and registered facilities within the JAA Member State. The list will be made available to TRTOs, FTOs and registered facilities within the JAA Member State.

(2) The Authority will advise each applicant of the examiner(s) it has designated for the conduct of the skill test for the issue of an ATPL(H).

(d) Examiners shall not test applicants to whom flight instruction has been given by them for that licence or rating except with the expressed consent in writing of the Authority.

(e) Eligibility requirements for applicants undergoing a skill test:

Before a skill test for the issue of a licence or rating is taken the applicant shall have passed the associated theoretical knowledge examination, provided that exceptions may be made by the Authority for applicants undergoing a course of integrated flying training. Instruction for the associated theoretical knowledge examination shall always have been completed before such skill tests are taken. Except for ATPL issue, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training.

JAR-FCL 2.035 Medical fitness

(a) Fitness:

The holder of a medical certificate shall be mentally and physically fit to exercise safely the privileges of the applicable licence.

(b) Requirements for medical certificate

In order to apply for or to exercise the privileges of a licence, the applicant or the holder shall hold a medical certificate issued in accordance with the provisions of JAR-FCL 3 (Medical) and appropriate to the privileges of the licence.

(c) Aeromedical disposition

After completion of the examination the applicant shall be advised whether fit, unfit or referred to the Authority. The authorised medical examiner (AME) shall inform the applicant of any condition(s) (medical, operational or otherwise) that may restrict flying training and/or the privileges of any licence issued.

JAR-FCL 2.040 Decrease in medical fitness

(See IEM FCL 3.040)

(a) Holders of a medical certificate shall not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges.

(b) Holders of a medical certificate shall not take any prescription or non-prescription medication or drug, or undergo any other treatment, unless they are completely sure that the medication, drug or treatment will not have any adverse effect on their ability to perform safely their duties. If there is any doubt, advice is to be sought from the AMS, an AMC, or an AME. Further advice is given in JARFCL 3 (IEM FCL 3.040).

(c) Holders of a medical certificate shall, without undue delay, seek the advice of the AMS, an AMC or an AME when becoming aware of:

- (1) hospital or clinic admission for more than 12 hours; or
- (2) surgical operation or invasive procedure; or
- (3) the regular use of medication; or
- (4) the need for regular use of correcting lenses.

(d) Holders of medical certificates who are aware of:

(1) significant bodily injury which causes inability to perform duties as a member of a flight crew

(2) any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or

(3) being pregnant

shall inform the Authority in writing of such injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy, and:

(4) in the case of injury or illness the suspension shall be lifted upon the holder being medically examined under arrangements made by the Authority and being pronounced fit to function as a member of the flight crew, or upon the Authority exempting, subject to such conditions as it thinks fit, the holder from the requirement of a medical examination; and

(5) in the case of pregnancy, the suspension may be lifted by the Authority for such period and subject to such conditions as it thinks fit. The suspension shall cease after the holder undergo the prescribed medical examination after the termination of pregnancy, which is declared fit to continue performing duties as thee flight crew.

JAR-FCL 2.045 Special circumstances

(A) The provisions of JAR-FCL cannot cover every possible situation. Where the application of JAR-FCL would have anomalous consequences, or where the development of new training or testing concepts would not comply with the requirements, an applicant may ask the Authority concerned for an exemption. An exemption may be granted only if it provides at least equivalent level of safety.

(b) Exemptions are divided into short and long term exemptions (more than 6 months). Providing long-term exemption ,may only be undertaken in agreement with the JAA Licensing Sectorial Team.

JAR-FCL 2.050 Crediting of flight time and theoretical knowledge

(See Appendix 1 to JAR-FCL 2.050) (See Appendix 2 to JAR-FCL 2.050) (See Appendix 3 to JAR-FCL 2.050) (See Appendix 4 to JAR-FCL 2.050)

(a) Crediting of flight time

(1) Unless otherwise specified in JAR-FCL, flight time to be credited for a licence or rating 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 or rating is credited in full with all solo, dual instruction or pilot-in-command flight time towards the total flight time required for the licence or rating.

(ii) A graduate of an airline transport pilot integrated flying training course is entitled to be credited with up to 50 hours of student pilot-in-command time towards the pilot-in-command time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type rating.

(3) Co-pilot

(i) A graduate of an airline transport pilot integrated flying training course is entitled to be credited with up to 50 hours of student pilot-in-command time towards the pilot-in-command time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type rating.

(ii) The holder of a pilot licence, when acting as co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence, provided that the method of supervision is agreed with the Authority.

(b) Crediting of theoretical knowledge

(1) The holder of a IR(A) will be exempted from the theoretical knowledge instruction and examination requirement for a IR(H).

(2) In order to obtain a private helicopter pilot license, a holder of PPL (A), CPL (A) or ATPL (A) shall meet the requirements set out in Appendix 1 to JAR-FCL 2.050.

(3) In order to obtain a professional helicopter pilot license, a holder of CPL (A) or ATPL (A) shall meet the requirements set out in Appendix 2 to JAR-FCL 2.050.

(4) In order to obtain a ATPL (H), ATPL (A) holder shall meet the requirements set out in Appendix 3, JAR-FCL 2.050.

(5) The credits provided for in the above paragraphs (b)(2), (b)(3) and (b)(4) also apply to applicants who have passed the theoretical part of the examination in all subjects that are required for issuing the relevant airplane pilot licence only if they meet the acceptance period in accordance with JAR-FCL 1.495.

(6) An applicant having passed the theoretical knowledge examination for a CPL(H) is credited with the theoretical knowledge requirements for a PPL(H).

(7) An applicant having passed the theoretical knowledge examination for professional helicopter pilot license shall be credited with the theoretical knowledge examination for a PPL (H).

(8) An applicant having passed the theoretical knowledge examination for professional helicopter pilot license or IR (H) rating shall be credited with the theoretical knowledge examination, as defined in Appendix 4, JAR-FCL 2.050.

(9) An applicant having passed the theoretical knowledge examination for a CPL (H) in accordance with previous amendments to JAR - FCL 2, including Amendment 3, shall be credited with meeting the requirements in terms of theoretical knowledge for the ATPL (H).

(10) CPL (H) license holder obtaining it in accordance with amendments to JAR - FCL 2, including Amendment 3, shall be credited with the theoretical knowledge for the ATPL (H).

(11) A holder of a CPL (H) and IR (H) rating obtained in accordance with the amendments to JAR - FCL 2, including Amendment 3, shall be credited with theoretical knowledge for ATPL (H) and IR (H).

JAR-FCL 2.055 Training organisations and registered facilities

(See Appendices 1a, 1b, 2 and 3 to JAR-FCL 2055) (See Appendix 2 to JAR-FCL 2.125)

(See Appendix 3 to JAR - FCL 2.055)

(a)(1) Flying training organisations (FTO's) intending to conduct training for licences and associated ratings whose principle place of business and registered office is located in a JAA Member State, will be granted approval by that State when in compliance with JAR-FCL. Requirements for approval of FTOs are given in Appendix 1a to JAR-FCL 2.055. Part of the training can be carried out outside the JAA Member State (see also Appendix 1b to JAR-FCL 2055).

(2) FTOs intending to conduct training for licences and associated ratings whose principal place of business and registered office outside the JAA Member State may be granted approval by a JAA full Member Authority in respect of any such location:

(i) if an agreement between the JAA and non- JAA Authority of the State in which the FTO has a principal place of business and registered office, providing for the participation of that Authority in the approval process and provide regulatory oversight of the FTO:

(ii) (a) if adequate jurisdiction and supervision by the approving Authority can be assured,
(b) if additional requirements set out in Annex 1c to JAR-FCL 2.055 have been met;

(c) if an approval process in accordance with the administrative procedures accepted by the JAA and applied by the approving Authority.

(b) (1) Type rating training organisations (TRTOs) located in a JAA Member State, wishing to offer training for type ratings will be granted approval when in compliance with JAR-FCL and the approval will be given by that State. Requirements for approval of TRTOs are given in Appendix 2 to JAR-FCL 2.055.

(2) For TRTOs located outside a JAA Member States approval will be granted, when in compliance with JAR-FCL, by the State which receives the application. Requirements for approval of TRTOs are given in Appendix 2 to JAR-FCL 2.055.

(c) Facilities intending to provide training for PPL only and located in the JAA Member States shall register for that purpose with the Authority (see JAR-FCL 2.125).

(See JAR-FCL 2.125)

JAR-FCL 1.060 Curtailment of privileges of licence holders aged 60 years or more

(a) Age 60-64. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except:

- (1) as a member of a multi-pilot crew on condition that,
- (2) such holder is the only pilot in the flight crew who is 60 years of age.

(b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

(CZ) JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more (Czech Republic)

The holder of a pilot licence who has attained the age of 62 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

(F) JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more (France)

The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

(I) JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more (Italy)

The holder of a pilot licence who has attained the age of 60 shall not act as a pilot of an aircraft engaged in commercial air transport operations.

JAR-FCL 2.065 State of licence issue

(a) An applicant shall demonstrate the satisfactory completion of all requirements for licence issue to the Authority of the 'State of licence issue' (see JAR-FCL 2.010(c)).

(b) If there is an agreement between both Authorities, an applicant who has commenced training under the responsibility of one Authority may be permitted to complete the requirements under the responsibility of the other Authority.

The agreement may provide for the following:

- (1) theoretical knowledge training and examinations;
- (2) medical examination and assessment;
- (3) flight training and testing.

The Authorities shall agree the 'State of licence issue'.

(c) Further ratings may be obtained under JAR-FCL requirements in any JAA Member State and will be entered into the licence by the State of licence issue.

(d) In order to simplify administrative procedures (eg extension of) For administrative convenience, e.g. revalidation, the licence holder may subsequently transfer a licence issued by the State of licence issue to another JAA Member State, provided that employment or normal residency is established in that State (see JAR-FCL 2.070). This state in turn becomes the State of licence issue and would assume the responsibility for licence issue referred to in (a) above.

(e) An applicant shall hold only one JAR-FCL licence (helicopter) and only one medical certificate at any time.

JAR-FCL 2.070 Normal residency

Normal residency means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where she or he is living.

JAR-FCL 2.075 Format and specifications for flight crew licences

(See Appendix 1 to JAR-FCL 2.075)

The flight crew licence issued by a JAA Member State in accordance with JAR-FCL will conform to the following specifications:

(a) Content: the item number will always be printed with the item heading. A standard JAA licence format is shown in Appendix 1 to JAR-FCL 2.075. Sections I to XI are "permanent", while the sections XII and XIV "variable" and can appear in a separate or detachable part to the main form. Any separate or detachable part shall be clearly identifiable as part of the licence.

(1) Permanent items

- (I) State of licence issue
- (II) Title of licence;
- (III) Serial number commencing with the postal code of the issuing State and followed by a code of numbers and/or letters in Arabic numerals and in Roman script;
- (IV) Name of holder (written in Latin, if national letter is a non-Latin one);

- (V) Holder's address;
- (VI) Nationality of holder,
- (VII) Signature of holder;
- (VIII) Authority and, where necessary, conditions under which the licence was issued;
- (IX) Certification of validity and authorisation for the privileges granted;
- (X) Signature of the officer issuing the licence and the date of issue;
- (XI) Seal or stamp of the Authority.

(2) *Variable items*

(XII) Ratings – class, type, instructor, etc., with dates of expiry. Radio telephony (R/T) privileges may appear on the licence form or on a separate certificate.

(XIII) Remarks – i.e. special endorsements relating to limitations and endorsements for privileges.

(XIV) Any other details required by the Authority.

(b) Material: The paper or other material used will prevent or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorised by the Authority.

(c) Colour: White material will be used for pilots licenses issued in accordance with JAR-FCL.

(d) Language: Licences shall be written in the national language and in English and such other languages as the Authority deems appropriate.

JAR-FCL 2.080 Recording of flight time

(a) Details of all flights flown as a pilot shall be kept in a reliable record in a logbook format acceptable to the Authority (see IEM FCL 2.080). Details of flights flown under JAR-OPS 3 may be recorded in an acceptable computerised format maintained by the operator. In this case, the operator shall make the records of all flights operated by the pilot, including differences and familiarisation training, available on request to the flight crew member concerned.

(b) The record shall contain the following information:

(1) Personal details:

Name and address of the holder

(2) For each flight:

- (i) Name of pilot-in-command
- (ii) Date (day, month, year) of flight;
- (iii) Place and time of departure and arrival (times (UTC) to be block time);
- (iv) Type helicopter make, model and variant) and registration of helicopter;
- (v), SE, ME;
- (vi) Total time of flight;
- (vii) Accumulated total time of flight.

(3) For each simulator or FNPT session:

- (i) Type and qualification number of training device;
- (ii) Synthetic training device instruction;
- (iii) Date (day, month, year);
- (iv) Total time of session;

(v) Accumulated total time;

(4) Pilot duties:

- (i) Pilot-in-command (including solo, SPIC, PICUS time),
- (iii) Co-pilot;
- (iii) Dual;
- (iv) Flight instructor / flight examiner;
- (v) A remarks column will be provided to give details of specific functions e.g. SPIC, PICUS, instrument flight time*, etc.

* A pilot may log as instrument flight time only that time during which he operates the helicopter solely by reference to instruments, under actual or simulated instrument flight conditions.

(5) Operational conditions:

- (I) Night;
- (II) IFR (C) Logging of time

(1) Pilot-in-command flight time

(I) The holder of a licence may log as pilot-in-command time all of the flight time during which he is the pilot-in-command

(II) The applicant for or the holder of a pilot licence may log as pilot-in-command time all solo flight time and flight time as student pilot-in-command provided that such SPIC time is countersigned by the instructor.

(III) The holder of an instructor rating may log as pilot-in-command all flight time during which he acts as an instructor in a helicopter.

(IV) The holder of an examiner's authorisation may log as pilot-in-command all flight time during which he occupies a pilot's seat and acts as an examiner in a helicopter.

(V) Under the supervision of the pilot-in-command on a helicopter on which more than one pilot is required may log all flight time as pilot-in-command under supervision, provided that such time under supervision countersigned by the pilot-in-command (see (c)(5)).

(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 thirty minutes, such series of flights are to be recorded as a single entry.

(2) Co-pilot flight time A pilot license holder, occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on a helicopter on which two pilots are required.

(3) Intentionally left blank.

(4) Instruction time

The sum of applicant's total flight time logged for a licence or rating, such as flight instruction, instrument flight instruction, instrument ground time, etc. shall be certified by the rated and/or authorized instructor who conducted the instruction.

(5) PICUS (Pilot-in-command under supervision)

Provided that the method of supervision acceptable to the the Authority, a co-pilot may log as PIC flight time flown as PICUS, when all of the duties and functions of PIC on that flight were carried out, such that the intervention of the PIC in the interest of safety was not required.

(d) Presentation of flight time record

(1) The holder of a licence or a student pilot shall without undue delay present his flight time record for inspection upon request by an authorised representative of the Authority.

(2) A student pilot shall carry his flight time record logbook with him on all solo cross country flights as evidence of the required instructor authorisations.

(e) Recording of flight time in multi-pilot helicopters

The Authority may approve a helicopter to be operated as a multi-pilot helicopter if it is:

(1) A multi-engine helicopter;

(2) Adequately and permanently equipped for multi-pilot operations with a least:

(i) dual flight controls and two independent sets of flight instruments, one

in front of each pilot station, and

(ii) all controls necessary for the safe operations of the helicopter can be operated from either pilot seat, and

(3) To be operated by a crew of at least two pilots qualified in accordance with JAR-FCL 2.250, and the approved flight procedures of the operator.

Appendix 1 to JAR-FCL 2.005

Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State

(See JAR-FCL 2.005 (b) (3)) (See AMS FCL 2005 and 2.015)

1. Pilot licenses

A pilot licence issued by a JAA Member State in accordance with the national requirements of that State may be replaced by a JAR-FCL licence subject, where applicable, to conditions. For the replacement of such licences the holder shall:

(a) complete, as a proficiency check, the type and instrument rating (IR, if applicable) revalidation requirements of JAR-FCL 2.245(b) relevant to the privileges of the licence held;

(b) (i) For the ATR L (H) and SRL (H), satisfactorily demonstrate to the Authority that a knowledge of the relevant parts of JAR-OPS 3 and JAR-FCL (see AMC FCL 2.005 and 2.015) have been acquired;

(ii) for PPL (H) satisfactorily demonstrate to the Authority that a knowledge of the relevant parts of JAA requirements (see AMC FCL 2.125) has been required;

(c) demonstrate satisfactory knowledge of English language under JAR-FCL 2.200, if IR privileges are held. (d) meet the requirements in terms of experience and any further requirements as set out in the following table:

| | | | | | |
|-----------------------|--------------|--------------------------|--|-----------------------|--|
| National licence held | Total flying | Further JAA requirements | Replacement JAR-FCL licence and conditions | Removal of conditions | |
|-----------------------|--------------|--------------------------|--|-----------------------|--|

| | hours experience | | (where applicable) | Removal of conditions | |
|---|---|------|---|--|-----|
| 1. | 2. | 3. | 4 | 5. | |
| ATPL(H) valid IR(H) | 1 000 as PIC on multi-pilot helicopters | none | ATPL (H) and IR | Not applicable | (a) |
| ATPL (H) no IR (H) privileges | >1 000 as PIC on multi-pilot helicopters | none | ATPL (H) | | (b) |
| ATPL (H) valid IR (H) | >1 000 on multipilot helicopters | none | ATPL(H), and IR with type rating restricted to co-pilot | demonstrate ability to act as PIC as required by Appendix 1 to JAR- FCL 2.240 and 2.295 paras 9 to 15. | (c) |
| ATPL(H) no IR(H) privileges | >1 000 on multipilot helicopters | none | ATPL(H) type rating restricted to co-pilot | (i) demonstrate ability to act as PIC as required by Appendix 1 to JAR- FCL 2.240 and 2.295 paras 9 to 15. | (d) |

| | | | | | |
|--------------|---------------------|---|-----------|-----------|-----|
| | | | | | |
| | | Demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470 | | | |
| ATPL (H) | >500 on multipilots | | | | |
| valid IR (H) | | | as (4)(c) | as (5)(c) | (e) |

18

| National licence held | Total flying hours experience | Any further JAA requirements | Replacement JAR-FCL licence and conditions (where applicable) | Removal of conditions | |
|-----------------------------------|-------------------------------|------------------------------|---|-----------------------|-----|
| 1. | 2. | 3. | 4 | 5. | |
| ATPL(H) no IR(H) privileges | | as (3)(e) | as (4)(d) | as (5)(d) | |
| IR (H) | >500 on | | | | (f) |

| | | | | | |
|--|---------------------------------|---|--|----------------|-----|
| | | multi-pilot helicopters | | | |
| CPL/IR(H) and passed an ICAO ATPL(H) theory test in the JAA Member State of licence issue* | | (i) demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470; | CPL/IR(H) with JAR-FCL ATPL(H) theory credit | Not applicable | |
| | >500 on multi-pilot helicopters | (ii) meet remaining requirements of JAR-FCL 2.250(a) | | | (g) |
| | | (i) to pass an examination for JAR-FCL ATPL(H) theoretical knowledge in the JAA Member State of licence issue *(see text below table) | CPL/IR(H) with JAR-FCL ATPL(H) theory credit | Not applicable | |
| | >500 hrs | | | | |

| | | | | | |
|-----------|--|---|--|---|-----|
| CPL/IR(H) | on multi-pilot helicopters | (ii) meet remaining requirements of JAR-FCL 2.250(a) | | | (h) |
| CPL/IR(H) | >500 as PIC on single-pilot helicopters | None | CPL/IR(H) with type ratings restricted to single- pilot helicopters | obtain multi-pilot type rating as required by JAR- FCL 2.240 | (i) |
| CPL/IR(H) | <500 as PIC on single-pilot helicopters | Demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470 | As in (4) (h) | | (j) |
| CPL (H) | >500 as PIC on single-pilot helicopters | night qualification, if applicable | CPL(H), with type ratings restricted to single-pilot helicopters | | (k) |

| | | | | | |
|--------------|---|--|--------------------------------------|---|-----|
| | | night qualification, if applicable, demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470 | As in (4) (j) | | |
| CPL (H) | <500 as PIC on single-pilot helicopters | | | | (l) |
| PPL (H) / IR | ≥ 75 in accordance with IFR | night qualification; if night flying privileges are not included in the instrument rating | PPL/IR(H) (the IR restricted to PPL) | demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470. | (m) |

demonstrate the use of radio navigation aids.
 ≥ 75 on helicopters
 PPL (H)

PPL
(H)

(n
)

* CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL theory credit for a JAR–FCL licence. If they require another type rating for a different multipilot helicopter, they must pass an examination in JAR–FCL ATPL(H) knowledge in the JAA Member State of licence issue.

2. Instructor ratings

| | | | |
|--|------------|-----------------------------|--------------------------------------|
| National authority, authorization and rights | Experience | Additional requirements JAA | Replacement JAR- FCL Authority |
| has | | | |

| 1. | 2. | 3. | 4 |
|-------------------------------|---|--|--|
| FI (H) / IRI (H) / TRI (H) | JAR-FCL 2 (Helicopters) for proper authorization | the air. authorities to demonstrate knowledge relevant parts of JAR-FCL 2 (helicopter) and JAR-OPS, as required by AMS FCL 2005 2.015 | FI (H) / IRI (H) / TRI (H) * and |

* *JAA Member States' instructors fulfilling all the above replacements requirement, but unable to obtain relevant JAR-FCL licence/rating(s) due to present implementation status of their State of licence issue, may be accepted to instruct for JAR-FCL licence and/or rating(s).

3. SFI authorisation

A SFI authorisation issued by a JAA State in accordance with the national requirements of that State may be replaced by a JAR–FCL authorisation provided that the holder complies with the experience requirements and any further requirements as set out in the table below:

| National authorisation held | Experience | Any further JAA requirements | Replacement JAA authorisation |
|--------------------------------|-------------------------------|---|-------------------------------------|
| 1. | 2. | 3. | 4 |
| SFI (H) | >1 000 hrs as pilot of MPH | (i) hold or have held a professional pilot licence issued by a JAA Member State or a non JAR–FCL professional licence acceptable to the Authority; (ii) have completed the flight simulator content of the applicable type rating course including MCC | SFI (H) |
| SFI (H) | 3 years recent | have completed the simulator | SFI (H) |

experience as a SFI acceptable to the Authority. content of the applicable type rating course including MCC.

This authorisation will be for a maximum period of 3 years.
Further re-authorisation will be subject to completion of the requirements set out in JAR-FCL 2.415.

4 STI authorisation

A STI authorisation issued by a JAA State in accordance with the national requirements of that State may be replaced by a JAR-FCL authorisation provided that the holder complies with the experience requirements and any further requirements as set out in the table below:

| National authorization held | Experience | Any further JAA requirements | Replacement JAA authorisation |
|-----------------------------|---------------------------|---|-------------------------------|
| 1. | 2. | 3. | 4 |
| STI (H) | > 500 hrs as pilot on SPH | (i) hold or have held a pilot licence issued by a JAA Member State or a non JAR- FCL licence acceptable to the Authority; (ii) have completed a proficiency check in accordance with appendix 3 to JAR-FCL 2.240 in a FSTD appropriate to the instruction intended | STI (H) |

This authorization is issued for a maximum period of 3 years.
Further re-authorisation will be subject to completion of the requirements set out in JAR-FCL 2.430.

**Appendix 1 to JAR-FCL 2.010
Requirements for proficiency in languages used for radiotelephony communications**

(See JAR-FCL 2.010 (a) (4)) (See AMC No1 to JAR-FCL 2.010) (See AMC No2 to JAR-FCL 2.010) (See IEM FCL 2.010)

1.The language proficiency requirements are applicable to the use of both phraseologies and contemporary language.

2.To meet the language proficiency requirements contained in JAR-FCL 1.010(a)(4), an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, the ability to:

a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;

b) communicate on common, and work-related topics with accuracy and clarity; c) use appropriate communicative strategies, to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;

d) handle successfully the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; e) use a dialect or accent which is intelligible to the aeronautical community.

3.The Language Proficiency shall be formally re-evaluated at intervals determined by the Authority (see AMC No.2 to JAR-FCL 1.010 paragraphs 4 and 5).

4.The method of assessment and re-evaluation shall be determined by the Authority (see AMC No. 2 to JAR-FCL 1.010). 2 to JAR-FCL 2.010).

5.A language assessment body offering service on behalf of an Authority of a JAA Member State shall be acceptable to that Authority (see AMC No. 2 to JAR-FCL 1.010).

6.Where the language assessment referred to above meets the requirements stated in Appendix 1 to JAR-FCL 1.200, it may be used for the purpose of extending the radiotelephony privileges in English in accordance with JAR-FCL 1.200 paragraph (b).

Appendix 2 to JAR-FCL 2.010

Language Proficiency Rating Scale

(See JAR-FCL 2.010 (a) (4)) (See AMC JAR-FCL 1 2.010) (See AMC JAR-FCL 2 2.010) (See IEM FCL 2.010)

| | | | | | | |
|-------|---|---|------------|---------|---------------|--------------|
| | | STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions | | | | |
| LEVEL | PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community | | VOCABULARY | FLUENCY | COMPREHENSION | INTERACTIONS |

| | | | | |
|-----------------------|---|--|---|---|
| Operational (Level 4) | <p>appropriate to the task</p> <p>Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning. grammatical structure and composition of sentences</p> <p>used creative and usually well controlled. Mistakes can</p> | <p>Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.</p> <p>presents appropriate</p> <p>pace. Can from time to time Tell a lack of fluid on transition from trained or formalized</p> | <p>Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.</p> <p>mostly accurate when</p> <p>on subjects related to the field work when emphasis or language variety enough</p> | <p>Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying. simultaneously,</p> <p>adequate and</p> <p>informative.</p> <p>Initiate and maintain exchange data even in conditions unexpected events. On</p> |
|-----------------------|---|--|---|---|

| | | | | | | |
|--|--|--|--|---|--|---|
| | | occur, especially in unusual and unexpected circumstances, but rarely affects the meaning. | Can often successfully paraphrase in nedoststku vocabulary, especially in unusual and unexpected situations. | speech spontaneously interaction, but this does not interfere with successful communication. Use limited number of conjunctions. Buzzwords not interfere communication. | understandable International Community users. When the speaker encounters complications about language or a situation or unexpected sequence of events, intelligibility can be difficult and the necessary additional explanations | appropriate How is the coping with the apparent misunderstandings by checks, confirmed or explains. |
|--|--|--|--|---|--|---|

Appendix 1 to JAR-FCL 2.015

Minimum requirements for the validation of pilot licences of non-JAA States

(See JAR-FCL 2.015)

1. The minimum requirements for the validation of a pilot licence of a non-JAA State by a JAA Member State are specified below.

Pilot licences for commercial air transportation and other professional activities

2. A pilot licence issued in accordance with ICAO Annex 1 by a non-JAA State may be validated subject to conditions by a JAA Member State in order to permit flights (other than for flight instruction) in helicopters registered in that JAA Member State. To validate such licences, the holder shall:

(a) Complete, as a skill test, the type rating revalidation requirements of JAR-FCL 2.245 relevant to the privileges of the licence held;

(b) Demonstrate to the satisfaction of the Authority that knowledge of the relevant parts of JAR-OPS and JAR-FCL (see AMC FCL 2.005 and 2.015) has been acquired;

(c) Demonstrate knowledge of English in accordance with JAR–FCL 2.200;

(d) hold a valid JAR–FCL Class 1 medical certificate; (e) meet any published additional requirements that the JAA Member State deems necessary; and

(f) comply with the experience requirements set out in column (2) of the following table in relation to the validation conditions specified in column (3):

| Licence held | Total flying hours experience | Validation conditions | |
|--------------------------|--|---|-----|
| 1. | 2. | 3. | |
| ATPL(H) valid IR | >1 000 hours as PIC on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as PIC in VFR and IR operations | (a) |
| ATPL(H) no IR privileges | >1 000 hours as PIC on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as PIC in VFR operations | (b) |
| ATPL(H) valid IR | >1 000 hours as pilot on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations | (c) |
| ATPL(H) no IR privileges | >1 000 hours as pilot on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations | (d) |
| CPL(H)/IR* | >1 000 hours as pilot on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as co-pilot | (e) |
| CPL (H) / IR | >1 000 hours as PIC in commercial air transport since gaining an IR | Commercial air transport in single-pilot helicopters as PIC | (f) |
| CPL (H) ** | >700 hours in helicopters other than those certificated under JAR–27/29, including | Activities in helicopters other than commercial air transport | (g) |

| | | | |
|--|--|--|--|
| | 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months not listed in JAR-27/29, | | |
|--|--|--|--|

* *CPL/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before validation.

Private pilot licences with Instrument Rating

3. A private pilot licence with instrument rating issued in accordance with ICAO Annex 1 by a non-JAA State may be validated subject to conditions by a JAA Member State in order to permit flights (other than flight instruction) in helicopters registered in that JAA Member State. To validate such licences, the holder shall:

(a) complete, as a skill test, all sections of the type skill test in accordance with Appendix 1 and 3 to JAR-FCL 2.240;

(b) demonstrate to the satisfaction of the Authority in accordance with Subpart J, that a knowledge of Air Law and the Aeronautical Weather codes, subject number 050 10 03 01, as well as the Flight Planning & Performance (IR), subject number 030 00 00 00, Human Performance subject number 040 00 00 00 in accordance with Appendix 1 to JAR-FCL 2.470 has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR-FCL 2.200;

(d) hold at least a valid JAR-FCL Class 2 medical certificate, including hearing requirements in accordance with JAR-FCL 3.355(b);

(e) hold R/T privileges acceptable to the Authority, (f) comply with the experience requirements

set out in column (2) of the following table:

| Licence held | Total flying hours experience |
|--------------|--------------------------------------|
| 1. | 2. |
| PPL (H) / IR | > 100 hrs PIC instrument flight time |

Appendix 2 to JAR-FCL 2.015

Conversion of a PPL(H) issued by a non-JAA Member State to a JAR-FCL PPL(H)

(See JAR-FCL 2.015 (c) (2))

The minimum requirements for the conversion of a private pilot licence (H) issued by a non-JAA Member State to a JAR-FCL (H) licence are:

(a) the applicant shall hold a licence issued in accordance with ICAO Annex I; (b) the applicant shall hold at least a JAR-FCL Class 2 medical certificate;

(c) to hold R/T privileges acceptable to the Authority,

(d) the applicant shall comply with the requirements set out in the table below:

| National licence held | Experience required | Any further JAA requirements |
|---|------------------------------------|--|
| Current and valid national ICAO PPL (H) | ≥100 hours as pilot of helicopters | (a) Pass a written examination in Air Law and Human Performance and Limitations (b) Pass the PPL(H) skill test as set out in Appendix 1 to JAR-FCL 2.130 and 2.135 and Appendix 2 to JAR-FCL 2.135 (c) Fulfil the relevant requirements of Subpart F |

Appendix 3 to JAR-FCL 2.015

Validation of pilot licences of non-JAA States for specific tasks of finite duration

(See JAR-FCL 2.015)

(See Appendix 1 to JAR-FCL 2.015)

TEMPORARY VALIDATION / AUTHORISATION OF NON -JAA PILOT LICENCES FOR HELICOPTER MANUFACTURER'S PILOTS

1. A pilot licence issued in accordance with ICAO Annex 1 by a non-JAA State, including an instructor rating or examiner authorisation issued by that State may be validated or otherwise authorised subject to conditions, for a maximum of 1 year, by a JAA Member State in order to permit flights to demonstrate, operate, ferry or test a helicopter registered in that JAA Member State. When validating a licence under the provisions of this Appendix, the non-JAA licence holder may be exempt from the requirements for validation of a non -JAA licence contained in Appendix 1 to JAR-FCL 2.015, subject to the following conditions:

To be eligible for validation of such a licence, the holder shall:

(a) Possess an appropriate licence, medical certificate, type ratings, and qualifications, to include instructor rating on type or examiner authorisation on type , valid in the non -JAA State for the duties proposed,

(b) Be employed by a helicopter manufacturer or a TRTO performing training on behalf of a helicopter manufacturer,

(c) Be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

2. Whenever conducting or supervising line flying, the pilot shall also be required to meet the relevant requirements of JAR-OPS as determined by the Authority of the State of aircraft registration.

Appendix 1 to JAR-FCL 2.050

Crediting of theoretical knowledge - Bridge instruction and examination requirements

(See JAR-FCL 2.050 (b) (2))

For the issue of a PPL(H), the holder of an aeroplane licence shall pass PPL(H) theoretical knowledge examinations (from AMC-FCL 2.125 Syllabus of theoretical knowledge for the Private Pilot Licence(Helicopter)) in the following topics: Aircraft General Knowledge; Flight Performance and Planning; Operational Procedures and Principles of Flight.

Appendix 2 to JAR-FCL 2.050

Crediting of theoretical knowledge for the issue of a CPL(H) – Bridge instruction and examination requirements

(See JAR-FCL 2.050 (b) (3))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

| | |
|-----------------|---|
| 021 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT |
| 021 02 00 00 | AIRFRAME |
| 021 04 00 00 | LANDING GEAR, WHEELS, TYRES, BRAKES |
| 021 05 00 00 | FLIGHT CONTROLS |
| 021 06 00 00 | PNEUMATICS – PRESSURISATION AND AIR CONDITIONING |
| 021 11 00 00 | TURBINE ENGINES |
| 021 13 00 00 | OXYGEN SYSTEMS |

| | |
|-----------------|-----------------------------------|
| 021 14 00 00 | HELICOPTER: MISCELLANEOUS SYSTEMS |
| 021 15 00 00 | HELICOPTER: ROTOR HEADS |
| 021 16 00 00 | HELICOPTER: TRANSMISSION |
| 021 17 00 00 | HELICOPTER: BLADES |

| | |
|-----------------|--|
| 022 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE - INSTRUMENTATION (H) |
| 022 02 00 00 | MEASUREMENT OF AIR DATA PARAMETERS |
| 022 07 00 00 | HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS |
| 022 12 00 00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS |
| 022 13 00 00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS |
| 022 14 00 00 | MAINTENANCE, MONITORING AND RECORDING SYSTEMS |

| | |
|-----------------|--|
| 030 00 00 00 | FLIGHT PERFORMANCE AND PLANNING |
| 031 00 00 00 | MASS AND BALANCE – HELICOPTERS |
| 031 01 00 00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS |
| 031 02 00 00 | LOADING |

| | |
|-----------------|---------------------------------------|
| 033 00 00 00 | FLIGHT PLANNING AND FLIGHT MONITORING |
| 033 03 00 00 | FUEL PLANNING |

| | |
|-----------------|---|
| 034 00 00 00 | PERFORMANCE - HELICOPTERS |
| 034 01 00 00 | GENERAL |
| 034 02 00 00 | PERFORMANCE CLASS 3 - SINGLE-ENGINE HELICOPTERS ONLY |
| 034 03 00 00 | PERFORMANCE CLASS 2 |
| 034 05 00 00 | PERFORMANCE CLASS 1 - HELICOPTERS CERTIFICATED UNDER CS 29 ONLY |

| | |
|-----------------|--|
| 070 00 00 00 | OPERATIONAL PROCEDURES – HELICOPTER |
| 071 01 00 00 | GENERAL REQUIREMENTS |
| 071 02 00 00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) |

| | |
|-----------------|---------------------------------|
| 071 03 00 00 | HELICOPTER EMERGENCY PROCEDURES |
|-----------------|---------------------------------|

| | |
|-----------------|--|
| 082 00 00 00 | PRINCIPLES OF FLIGHT - HELICOPTER |
| 082 01 00 00 | SUBSONIC AERODYNAMICS |
| 082 02 00 00 | TRANSONIC AERODYNAMICS and COMPRESSIBILITY EFFECTS |
| 082 03 00 00 | ROTORCRAFT TYPES |
| 082 04 00 00 | MAIN ROTOR AERODYNAMICS |
| 082 05 00 00 | MAIN ROTOR MECHANICS |
| 082 06 00 00 | TAIL ROTORS |
| 082 07 00 00 | EQUILIBRIUM, STABILITY AND CONTROL |
| 082 08 00 00 | HELICOPTER FLIGHT MECHANICS |

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and shall meet the requirements set out in JAR-FCL 2 (Helicopter) Subpart J.

The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Helicopter), as follows:

a) The examination papers in subjects Flight Performance and Principles of Flight (Helicopter) are those defined in JAR-FCL 2.470(b).

b) The examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

Appendix 3 to JAR-FCL 2.050

Crediting of theoretical knowledge for the issue of a ATPL (H) – Bridge instruction and examination requirements

(See JAR-FCL 2.050 (b) (4))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and topics below (refer to the Joint Implementation Procedures for the detailed bridge syllabus):

| | |
|--------------|---|
| 021 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT |
| 021 02 00 00 | AIRFRAME |
| 021 04 00 00 | Landing Gear, Wheels, Tires, Brakes |

| | |
|--------------|--|
| 021 05 00 00 | Flight Controls |
| 021 06 00 00 | PNEUMATICS - pressurisation AND AIR CONDITIONING |
| 021 11 00 00 | TURBINE ENGINES |
| 021 13 00 00 | OXYGEN SYSTEMS |
| 021 14 00 00 | HELICOPTER: MISCELLANEOUS SYSTEMS |
| 021 15 00 00 | HELICOPTER: ROTOR HEADS |
| 02 16 00 00 | HELICOPTER: TRANSMISSION |
| | HELICOPTER: BLADES |

| | |
|--------------|--|
| 022 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (H) |
| 022 02 00 00 | MEASUREMENT OF AIR DATA PARAMETERS |
| 022 07 00 00 | HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS |
| 022 12 00 00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS |
| 022 13 00 00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS |
| 022 14 00 00 | MAINTENANCE, MONITORING AND RECORDING SYSTEMS |

| | |
|--------------|--|
| 030 00 00 00 | FLIGHT PERFORMANCE AND PLANNING |
| 031 00 00 00 | MASS AND BALANCE – HELICOPTERS |
| 031 01 00 00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS |
| 031 04 00 00 | MASS AND BALANCE DETAILS OF AIRCRAFT |

| | |
|--------------|---------------------------------------|
| 033 00 00 00 | FLIGHT PLANNING AND FLIGHT MONITORING |
| 033 03 00 00 | FUEL PLANNING |

| | |
|--------------|---|
| 034 00 00 00 | PERFORMANCE - HELICOPTERS |
| 034 01 00 00 | GENERAL |
| 034 02 00 00 | PERFORMANCE CLASS 3 - SINGLE-ENGINE HELICOPTERS ONLY |
| 034 03 00 00 | PERFORMANCE CLASS 2 |
| 034 05 00 00 | PERFORMANCE CLASS 1 - HELICOPTERS CERTIFICATED UNDER CS 29 ONLY |

| | |
|--------------|--|
| 070 00 00 00 | OPERATIONAL PROCEDURES - HELICOPTER |
| 071 01 00 00 | GENERAL REQUIREMENTS |
| 071 02 00 00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) |
| 071 03 00 00 | HELICOPTER EMERGENCY PROCEDURES |

| | |
|--------------|--|
| 082 00 00 00 | PRINCIPLES OF FLIGHT - HELICOPTER |
| 082 01 00 00 | SUBSONIC AERODYNAMICS |
| 082 02 00 00 | TRANSONIC AERODYNAMICS and COMPRESSIBILITY EFFECTS |
| 082 03 00 00 | ROTORCRAFT TYPES |
| 082 04 00 00 | MAIN ROTOR AERODYNAMICS |
| 082 05 00 00 | MAIN ROTOR MECHANICS |
| 082 06 00 00 | TAIL ROTORS |
| 082 07 00 00 | EQUILIBRIUM, STABILITY AND CONTROL |
| 082 08 00 00 | HELICOPTER FLIGHT MECHANICS |

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATPL (H) and shall meet the requirements set out in JAR-FCL 2 (Helicopter) Subpart J.

The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Helicopter), as follows:

c) The examination papers in subjects Flight Performance and Principles of Flight (Helicopter) are those defined in JAR-FCL 2.470(a).

d) The examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

Appendix 4 to JAR-FCL 2.050

Crediting of theoretical knowledge requirements for the issue of a CPL (H), an IR (H) or an ATPL (H)

ATPL (H)

(See JAR-FCL 2.050 (b) (8))

1. An applicant for an IR (H) having passed the relevant theoretical examinations for a CPL (H) is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance and Limitations
- Meteorology

2. An applicant for a CPL (H) having passed the relevant theoretical examinations for an IR (H) is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance and Limitations
- Meteorology

3. An applicant for an ATPL (H), or an applicant for an ATPL (H) with an IR (H), having passed the relevant theoretical examinations for a CPL (H) is credited towards the theoretical knowledge requirements in the following subjects:

- Performance (Helicopter)
- Principles of Flight (Helicopter)
- VFR Communications

4. An applicant for an ATPL (H) with an IR(H) having passed the relevant theoretical examinations for an ATPL(H) is credited towards the theoretical knowledge requirements in the following subjects:

- Aircraft General Knowledge – Airframe/Systems/Powerplant
- Aircraft General Knowledge – Instrumentation
- Mass and Balance
- Performance (Helicopter)
- Human Performance and Limitations
- Meteorology
- Principles of Flight (Helicopter)
- VFR Communications.

Appendix 1a to JAR-FCL 2.055

Flying Training Organisations for pilot licences and ratings

(See JAR-FCL 2.055) (See IEM to JAR-FCL 1 2.055) (See IEM to JAR-FCL 2 2.055) (See IEM to JAR-FCL 3 2.055) (See IEM to JAR-FCL 4 2055) (See AMC-FCL 2.261 (c) (2))

INTRODUCTION

1. A Flying Training Organisation (FTO) is an organisation staffed, equipped and operated in a suitable environment offering flying training, and/or synthetic flight instruction and/or theoretical knowledge instruction for specific training programmes.
2. An FTO wishing to offer approved training to meet JAR–FCL requirements shall obtain the approval of the Authority of a JAA Member State. No such approval will be granted by the Authority of the Member State unless: Such approval Aviation Authority JAA Member State shall issue provided that:
 - (a) The Authority can enforce the JAR–FCL requirements; and
 - (b) The FTO meets all requirements of JAR–FCL.

This Appendix gives the requirements for the issue, revalidation and variation of the approval of an FTO. A FTO needs only to meet the requirements relevant to the instruction it is providing.

OBTAINING APPROVAL

3. An FTO seeking approval shall provide to the Authority such operations and training manuals as required by paragraphs 32 and 33. An FTO shall establish procedures acceptable to the Authority to ensure compliance with all relevant JAR–FCL requirements. The procedures shall include a quality system (See AMC-FCL 2.055 and IEM FCL No. 1 to JAR-FCL 2.055) within the FTO to readily detect any deficiencies for self-remedial action. After consideration of the application the FTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the FTO will initially be granted for a period of one year, revalidation of the approval may be granted for further periods of up to three years. No Authority is obliged to grant an approval for a FTO outside the JAA Member States if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on the Authority.
4. All training courses shall be approved (see IEM FCL 2.055 (to be developed)).
5. The Authority will monitor course standards and will sample training flights with students. During such visits, access shall be given by the FTO to training records, authorisation sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of the report on a visit to an FTO will be made available by the Authority to that FTO.
6. Approval will be varied, suspended or revoked by the Authority if any of the approval requirements or standards ceases to be maintained to the minimum approved level.
7. If an FTO wishes to make changes to an approved course or to its operations or training manual the approval of the Authority shall be obtained before the changes are implemented. FTOs need not advise the Authority of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, the Authority shall be consulted.
8. An FTO may make training arrangements with other training organisations or make use of alternative base aerodromes as part of its overall training organisation, subject to the approval of the Authority.

Financial resources

9. (a) An FTO shall satisfy the Authority that sufficient funding is available to conduct training to the approved standards. (See IEM No. 2 to JAR-FCL 2.055)

(b) An FTO shall nominate a person acceptable to the Authority who shall satisfy the Authority that sufficient funding is available to conduct training to approved standard. Such person shall be known as the Accountable Manager. This person shall be known as the Accountable Manager

MANAGEMENT AND STAFFING

10. The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the FTO's Operations Manual.

11. The FTO shall satisfy the Authority that an adequate number of qualified, competent staff are employed. For integrated courses, three persons on the staff shall be employed full time in the following positions:

Head of Training (HT)
Chief Flying Instructor (CFI);
Chief Ground Instructor (CGI).

For modular training courses, these positions may be combined and filled by one or two persons, full time or part time, depending upon the scope of training offered. At least one person on the staff must be full time. At FTOs conducting theoretical knowledge instruction only, the positions of HT and CGI may be combined. The nominated person shall have a sound managerial capability, hold or have held a professional pilot licence related to the course to be conducted with ratings as appropriate and shall meet the requirements set out in paragraph 19 below.

12. The number of part time instructors in relation to the scope of training offered shall be acceptable to the Authority.

13. The ratio of all students to flight instructors, excluding the HT, shall not normally exceed 6:1. Class numbers in ground subjects involving a high degree of supervision or practical work shall not normally exceed 12 students.

HEAD OF TRAINING (HT)

14. The HT shall have overall responsibility for ensuring satisfactory integration of flying training, synthetic flight training and theoretical knowledge instruction, and for supervising the progress of individual students. The HT shall have had extensive experience in training as a flight instructor for professional pilot licences and possess a sound managerial capability.

The HT shall hold or have held in the three years prior to first appointment as a HT, a professional pilot licence and rating(s) issued in accordance with ICAO Annex 1, related to the flying training courses conducted.

CHIEF FLYING INSTRUCTOR (CFI)

15. The CFI shall be responsible for the supervision of flight and synthetic flight instructors and for the standardisation of all flight instruction and synthetic flight instruction.

The CFI shall:

- (a) hold the highest professional pilot licence related to the flying training courses conducted;
- (b) hold the rating(s) related to the flying training courses conducted;
- (c) hold a flight instructor authorisation for at least one of the types of helicopter used on the course; and
- (d) have completed on helicopters 1 000 hours pilot-in-command flight time of which a minimum of 500 hours shall be on helicopters flying instructional duties related to the flying courses conducted of which 200 hours may be instrument ground time.

INSTRUCTORS, OTHER THAN SYNTHETIC FLIGHT INSTRUCTORS AND SYNTHETIC TRAINING INSTRUCTORS

16. Instructors shall hold:

- (a) a professional pilot licence and rating(s) related to the flying training courses they are appointed to conduct;
- (b) an instructor rating relevant to the part of the course being conducted e.g. instrument rating instructor, flight instructor, type/rating instructor, as appropriate; or
- (c) an authorisation from the Authority to conduct specific training in an FTO (see JAR-FCL 2.305).

17. The maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties of instructors shall be acceptable to the Authority.

INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING

18. For flight training duties on a FTD and a FNPT I, instructors shall hold or have held 3 years prior to the first appointment, a professional pilot licence and rating(s), except for SFIs having an authorisation according to item 3 of Appendix 1 to JAR-FCL 2.005, appropriate to the training courses they are appointed to conduct, and have had instructional training experience. For flight training duties on a flight simulator and/or FNPT II, instructors shall hold an FI (H) rating or a TRI (MPH) rating or a SFI (H) authorisation.

CHIEF GROUND INSTRUCTOR (CGI)

19. The CGI shall be responsible for the supervision of all ground instructors and for the standardisation of all theoretical knowledge instruction. The CGI shall have a practical background in aviation and have undergone a course of training in instructional techniques or have had extensive previous experience in giving theoretical knowledge instruction.

THEORETICAL KNOWLEDGE INSTRUCTORS

20. Ground Instructors in licence and ratings examination subjects shall have appropriate experience in aviation and shall, before appointment, provide proof of their competency by giving a test lecture based on material they have developed for the subjects they are required to teach.

RECORDS

21. An FTO shall maintain and retain the following records for a period of at least 5 years, using appropriate administrative staff:

- (a) Details of ground, flying, and simulated flight training given to individual students;

(b) Detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and

(c) Personal information, e.g. expiry dates of medical certificates, ratings, etc.

22. The format of the student training records shall be specified in the Training Manual.

23. The FTO shall submit training records and reports as required by the Authority.

TRAINING PROGRAM

24. A training programme shall be developed for each type of course offered. This programme shall include a breakdown of flying and theoretical knowledge instruction in a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that students shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent training. The content and sequence of the training programme shall be acceptable to the Authority.

TRAINING AND TESTING HELICOPTER(S)

25. An adequate number of training and testing helicopters appropriate to the courses of training and testing shall be provided. Each helicopter shall be fitted with duplicated primary flight controls for use by the instructor and the student. Change of flight controls is not allowed.

The helicopter(s) shall include, as appropriate to the courses of training, helicopter(s) suitable for auto-rotation demonstration and helicopter(s) suitably equipped to simulate instrument meteorological conditions, and suitably equipped for the instrument flight training and testing required. For flight training and testing for IR(H), an adequate number of IFR certificated helicopters shall be available.

26. Only helicopter(s) approved by the Authority for training purposes shall be used. If the helicopter used for the skill test is of a different type from the FS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III in the relevant flight training programme.

AERODROMES AND SITES

27. The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

(a) Have at least one runway or take-off/landing area that allows training helicopter to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, and touch down autorotation as appropriate:

(i) Under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area;

(ii) Clearing all obstacles in the take-off flight path by at least 50 feet;

(iii) With the powerplant operation and the landing gear (if applicable) recommended by the manufacturer; and

(iv) With a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.

(b) Have a wind direction indicator that is visible at ground level from the ends of each runway, takeoff/landing area.

(c) Have adequate runways/take-off/landing area lights if used for night training.

(d) Have an air traffic control service except where, with the approval of the Authority, the training requirements may be satisfied safely by another means of air/ground communications.

28. Sites shall be available for:

- Confined area operation training
- Simulated engine off autorotation}
- Sloping ground operation

FLIGHT OPERATIONS ACCOMMODATION

29. The following accommodation shall be available:

(a) An operations room with facilities to control flying operations.

- Appropriate current maps and charts
- Current AIS information
- Current meteorological information
- Communications to ATC and the operations room
- maps showing standard cross-country routes
- Maps showing current prohibited, danger and confined areas
- Any other flight safety related material.

(c) Adequate briefing rooms/cubicles of sufficient size and number

(d) Suitable offices for the supervisory staff and room(s) to allow flying instructors to write reports on students, complete records, etc.

(e) Furnished crew-room(s) for instructors and students.

THEORETICAL KNOWLEDGE INSTRUCTION FACILITIES

30. (a) Adequate classroom accommodation for the current student population.

(b) Suitable demonstration equipment to support the theoretical knowledge instruction.

(c) An R/T training and testing facility.

(d) A reference library containing publications giving coverage of the syllabus.

(e) Offices for the instructional staff.

REQUIREMENTS FOR ENTRY TO TRAINING

31. A student accepted for training shall possess the appropriate medical certificate for the licence required and shall meet the entrance requirements set by the FTO, as approved by the Authority.

TRAINING MANUAL AND OPERATIONS MANUAL

32. The Training Manuals shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall include the following:

Part 1 - The Training Plan; Part 2 -
Briefing and Air Exercises;

Part 3 - Synthetic Flight Training
Part 4 - Theoretical Knowledge
Instruction

For further guidance see IEM No. JAR-FCL 3 2.055.

33. The Operations Manual shall provide relevant information to particular groups of staff, e.g. FIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc., and shall include the following:

- (a) General
- (b) Technical
- (c) Route
- (d) Staff Training

For further guidance see IEM No. 3 to JAR-FCL 2.055.

Appendix 1b to JAR-FCL 2.055
Partial Training outside JAA Member States
(See JAR-FCL 2.030)

(See JAR-FCL 2055 (a) (1) (See JAR-FCL 2.485)
(See Appendix 1 to JAR-FCL 2.055)
(See Appendix 1 to JAR-FCL 2.305)

FTOs partly training outside the territories of a JAA Member State may perform training according to the following:

(a) Provided the requirements set out in this Appendix are met, approval may be granted. Provided that the approving Authority considers proper supervision to be possible, training will be confined to all or part of the ATP (H) integrated course (see Appendix 1 to JAR-FCL 2.305).

(b) The navigation progress check as in Phase 2 in the ATP (H) integrated course may be conducted by a locally based flight instructor not connected with the applicant's training, provided that the instructor holds a JAR-FCL licence containing FI privileges, as appropriate. On completion of the required training, the skill test for a CPL (H) in the ATP (H) integrated course may be taken with a locally based Flight Examiner (Helicopter) (FE (H)), provided that the examiner is authorised in accordance with JAR-FCL 2 Subpart I and completely independent from the relevant FTO except with the express consent in writing of the Authority.

(C) The skill test for the instrument rating is to be taken in any JAA Member State at the discretion of the Authority that approves the training. A FTO providing approved training for the instrument rating outside JAA Member States will need to make arrangements for the approved course to include acclimatisation flying in the JAA Member State of the approving Authority or in the airspace of any JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test.

Instruction for ATPL theoretical knowledge may be given at an FTO conducting approved training outside JAA Member States. The theoretical knowledge examinations for licence or rating issue shall be conducted by the Authority of the State of licence issue (see JAR-FCL 2.485). The arrangements for testing (see JAR-FCL 2.030) shall be carefully considered in regard to their training outside JAA Member States.

Instruction may only be given under the direct control of a CFI(H) or nominated deputy holding a JAR-FCL licence and instructor rating as set out in paragraph 15 of Appendix 1a to JAR-FCL 2.055, who is to be present when training is given in the non-JAA Member State.

Appendix 1c to JAR-FCL 2.055

Additional Requirements for training in FTOs whose principal place of business and registered office are located outside the JAA States

(See JAR-FCL 2.055 (a) (2)) (See Appendix 1a to JAR-FCL 2.055) (See Appendix 1 to JAR-FCL 2.305)

APPROVAL PROCESS

1. FTOs whose principal place of business and registered office are located outside the JAA States wishing to train for JAR-FCL licences and associated ratings shall apply for approval of such courses to a National Aviation Authority of any full JAA Member State. Approval will be subject to:

(a) The FTO shall meet the requirements of Appendix 1a to JAR-FCL 2.055 and any additional requirements of this Appendix; and

(b) The Authority to which application has been made considers it possible to discharge its regulatory responsibilities for the approval process and an adequate level of supervision as required by the agreed JAA procedures. The cost and process of approval and supervision shall not put undue burden on the resources of the Authority; and

(c) The approving JAA National Aviation Authority can ensure adequate jurisdiction over the FTO during the approval process and the conduct of subsequent training courses.

d) The National Aviation Authority of the non-JAA State in which the FTO has its principal place of business and registered office may assist the Authority of a JAA Member State in the approval process and provide oversight of training courses subject to an arrangement being agreed between the JAA and that non- JAA State.

2. Subject to satisfactory inspection, the approval of the FTO will be granted for a period of one year, revalidation of the approval may be granted for further periods of one year.

JURISDICTION

3. In the context of approval of FTOs located outside JAA Member States, the term 'adequate jurisdiction' shall mean that the Authority of the approving State shall be able to:

(a) Conduct initial and routine inspections of the FTO located in that non-JAA State to ensure compliance with the requirements of JAR-FCL; and

(b) Conduct flight tests and other standardisation checks as deemed necessary by the approving Authority; and

(c) Discharge its legal responsibilities for the grant, variation, suspension or revocation of approvals in accordance with the applicable law of the approving JAA Member State.

The approving Authority may, subject to an arrangement between the JAA and the non-JAA Authority of the State in which the FTO has its principal place of business and registered office, delegate responsibility for the provisions of paragraph 3 (a) above to that non-JAA Authority.

FTOs TRAINING FOR PROFESSIONAL LICENCES AND RATINGS

4 Provided that the requirements set out in this Appendix are met, approval may be granted if the approving Authority considers adequate supervision in accordance with JAA procedures to be possible.

5. The skill test for the Instrument Rating shall be conducted in the JAA Member State of the approving Authority. FTOs shall make arrangements for the approved course to include acclimatisation flying within the JAA Member State of the approving Authority or any other JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test with an examiner authorised by the approving Authority.

6. The navigation progress test in Phase 2 of the ATP(H) integrated course may be conducted by a locally based FI(H) approved by the JAA approving Authority and not connected with the applicant's training, provided that the instructor holds a JAR-FCL licence containing FI(H), as appropriate. On completion of the required training, the skill test for the CPL(H) of the ATP(H) integrated course may be taken with a locally based FE(H) designated and authorised by the JAA approving Authority, provided that the examiner is authorised in accordance with JAR-FCL Subpart I and completely independent from the FTO except with the expressed consent in writing of the approving Authority.

FTOs TRAINING FOR THE PPL(H) AND ASSOCIATED RATINGS ONLY

7. Provided that the requirements of this Appendix are met, approval to conduct courses for the JAR-FCL PPL(H) and associated ratings may be granted if the approving Authority considers adequate supervision in accordance with JAA procedures to be possible.

8. Training helicopters, airfields and navigation training routes used for PPL(H) training shall be acceptable to the approving Authority.

9. On completion of the required training the PPL(H) skill test may be taken by a locally-based FE(H) authorised by the approving Authority provided that the examiner has taken no part in the student's flight instruction.

10. The Training and Operations Manuals required by Appendix 1a to JAR-FCL 2.055 may, for FTOs conducting training for the PPL(H) and associated ratings only, be combined and contain only those references relevant to training for the PPL(H).

THEORETICAL KNOWLEDGE

11. Theoretical training can be conducted in FTO outside JAA Member States. Training for theoretical knowledge may be given at a FTO conducting approved training outside the JAA Member States. The theoretical knowledge examinations for licence or rating issue shall be conducted by the approving Authority (see JAR-FCL 2.485).

Appendix 2 to JAR - FCL 2.055

Type Rating Training Organisations for the issue of type ratings only to pilot licence holders

(See also JAR-FCL 2.261(c) and (d) for approval of courses) (See JAR-FCL 2.055)

(See also JAR-FCL 2.261(c)&(d) for approval of courses)

(See IEM to JAR-FCL 2.2.055)

(See Appendix 3 to JAR - FCL 2.055)
(See AMC FCL 2 .261 (c) (2))

INTRODUCTION

1. A Type Rating Training Organisation (TRTO) is an organisation staffed, equipped and operated in a suitable environment offering type rating training, and/or MCC-training, and/or synthetic flight instruction and, if applicable, theoretical instruction for specific training programmes.

2. A TRTO wishing to offer approved training to meet JAR–FCL requirements shall obtain the approval of the Authority of a JAA Member State. No such approval will be granted by the Authority of the Member State unless:

(a) The Authority can enforce the JAR–FCL requirements; and (b) the TRTO meets all requirements of JAR–FCL.

This Appendix gives the requirements for the issue, revalidation and variation of the approval of a TRTO.

OBTAINING CERTIFICATES

3.A TRTO seeking approval shall provide to the Authority operations and training manuals, including quality systems, and descriptions of its training schemes as required by paragraph 17 and 26 through 27. After consideration of the application, the TRTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the TRTO will initially be granted for a period of one year, revalidation of the approval may be granted for further periods of up to three years. No Authority is obliged to grant an approval for a TRTO outside the JAA Member States if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on the Authority.

4. All training courses shall be approved (IEM to be developed).

5. Approval will be varied, suspended or revoked by the Authority if any of the approval requirements or standards cease to be maintained to the minimum approved level.

6. If a TRTO wishes to make changes to an approved course or to its operations or training manual the approval of the Authority shall be obtained before the changes are implemented. TRTOs need not advise the Authority of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, the Authority shall be consulted.

7. A TRTO may make training arrangements with other training organisations or make use of alternative base aerodromes as part of its overall training organisation, subject to the approval of the Authority.

FINANCIAL RESOURCES

8. (a) A TRTO shall satisfy the Authority that sufficient funding is available to conduct flying training to the approved standards. (See IEM No. 2 to JAR-FCL 2.055)2 to JAR-FCL 2 .055).

A TRTO shall nominate a person acceptable to the Authority who shall satisfy the Authority that sufficient funding is available to conduct training to approved standard. Such person shall be known as the Accountable Manager.

INSPECTION

9. In addition to the initial inspection, the Authority will make certain inspections to determine the TRTO's compliance with JARs and the approval.

10. During such visits, access shall be given by the TRTO to training records, authorisation sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of any report on a visit to a TRTO will be made available to that TRTO.

MANAGEMENT AND STAFFING

11. The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the TRTO's Operations Manual.

12. A Head of Training (HT) acceptable to the Authority shall be nominated. The HT's responsibilities shall include ensuring that the TRTO is in compliance with JAR-FCL requirements. This person is ultimately directly responsible to the Authority.

13. The TRTO shall have adequate personnel necessary to accomplish the training objectives. The duties of each instructor shall be identified and documented.

TYPE RATING INSTRUCTOR

14. Type Rating Instructors (TRI) shall hold:
- (a) a professional pilot licence and rating(s) related to the flying training courses they are appointed to conduct; (b) a type rating instructor rating for the helicopters used on the course(s); or
 - (c) an authorisation from the Authority to conduct specific training in a TRTO (see JAR-FCL 2.305).

INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING [(SFI and STI)]

15. For flight training, instructors shall hold or have held, 3 years prior to the first appointment, a professional pilot licence, except for SFIs having an authorisation according to item 3 of Appendix 1 to JARFCL 2.005 and STIs having an authorisation according to item 4 of Appendix 1 to JAR-FCL 2.005, and have instructional experience appropriate to the training courses they are appointed to conduct. For multi-pilot type rating and/or MCC flight training on a flight simulator and/or FTD, and/or FNPT II/III, instructors shall hold a TRI(MPH) rating or a SFI(H) authorisation.

THEORETICAL TRAINING

16. The theoretical knowledge instruction shall be conducted by an authorised instructor holding the appropriate type rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

TRAINING STANDARDS

17. The TRTO shall establish a system to ensure that the training centre operations and training are run efficiently and effectively. The quality system shall determine the effectiveness of TRTO policies, procedures, and training.

DOCUMENTATION

18. A TRTO shall maintain the following records and retain for a period of at least 5 years, using appropriate administrative staff:

- (a) Pilot trainee's assessments before and during the course; (b) details of theoretical knowledge, flying, and simulated flight training given to individual trainees; and
- (c) Personal information, (expiry dates of medical certificates, ratings, etc.) related to TRTO's personnel.

19. The format of the trainee's training records shall be specified in the Training Manual.

20. The TRTO shall submit training records and reports as required by the Authority.

TRAINING PROGRAM

21. A training programme shall be developed for each type of course offered. This programme shall include a breakdown of flying and ground training in a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that trainees shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent flight training.

TRAINING HELICOPTERS

22. Each helicopter must be equipped as requested in the training specifications concerning the approved course in which it is used, and shall be IFR certificated (if applicable).

FACILITIES

23. Suitable training facilities shall be provided. REQUIREMENTS

FOR ENTRY TO TRAINING

24. The TRTOs shall be responsible for ensuring that trainees meet at least the pre-requisite conditions for type rating training as set out in JAR-FCL 2.250 or JAR-FCL 2.255, as applicable.

TRAINING MANUAL AND OPERATIONS MANUAL

25. A TRTO shall provide and maintain a Training Manual and an Operations Manual containing information and instructions to enable staff to perform their duties and to give guidance to trainees on how to comply with course requirements. A TRTO shall make available to staff and, where appropriate, to trainees the information contained in the Training Manual, the Operations

Manual and the TRTO's approval documentation. The amendment procedure shall be stated and amendments properly controlled.

26. The Training Manual shall state the standards, objectives and training goal for each phase of training that the trainees are required to comply with, including stating the entry requirements for each course. It shall include the following:

- Part 1 - The Training Plan
- Part 2 - Briefing and Air Exercises

- Part 3 - Synthetic Flight Training Part
- 4 - Theoretical Knowledge Instruction

For further guidance see IEM No. 3 to JAR-FCL 2.055.

27. The Operations Manual shall provide relevant information to particular groups of staff, e.g. TRIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc. and shall contain the following:

- (a) General
- (b) Technical
- (c) Route
- (d) Staff Training

For further guidance see IEM No. 3 to JAR-FCL 2.055.

Appendix 3 to JAR-FCL 2.055

Approval of Modular Theoretical Knowledge Distance Learning Courses

(See Appendix 1 to JAR-FCL 1 and 2.230 .135) (See Appendix 1 to JAR-FCL 2.160 and 2.165 (a) (3))
(See Appendix 1 to JAR-FCL 2.015)
(See Appendix 1 to JAR-FCL 2.015)
(See Appendix 1 to JAR-FCL 2.015)
(See AM C FCL 2160 and 2.160 (a) (3), 2.205 and 2.285)

ORGANIZATION OF TRAINING

1. Classroom accommodation shall be available either at the principal place of registration of the training organisation or, subject to the approval of the Authority, within a suitable facility elsewhere. In either case, both classrooms and all associated teaching facilities shall conform to the requirements for organisation approval. Before training commences, approval will be obtained from the Authority to conduct a modular course programme using distance learning.

2. The Head of Training or CGI of an FTO undertaking distance learning shall comply with the requirements of Appendix 1a to JAR-FCL 2.055. All theoretical knowledge instructors shall meet the requirements of JAR-FCL and have appropriate qualification or relevant experience which is satisfactory to the Authority.

3. FTOs delivering only theoretical knowledge training will be subject to the same approval and audit requirements as are applied to FTOs in accordance with Appendix 1a to JAR-FCL 2.055.

4. It is open to the approved FTO to provide some or all of these courses either on a full time attendance basis, or by distance learning. An element of classroom instruction shall be included

in all subjects of modular distance learning courses. The amount of time spent in actual classroom instruction shall be not less than 10% of the total duration of the course.

INSTRUCTORS

5. All instructors shall be fully conversant in the requirements of the distance learning programme, including the quality assurance system. Their initial training shall take place at the principal place of registration; all subsequent training shall be to the same standard as for resident instructors.

Wherever instructors are located, the Quality System shall provide a satisfactory means of monitoring individual performance and adhere to approved training programmes.

TRAINING

6. Distance Learning will only be approved as a component of a course of theoretical knowledge instruction for the following courses:

- (a) Modular courses of theoretical knowledge instruction for the PPL (H), CPL (H), IR (H) and ATPL (H).
- (b) Courses of approved pre-entry theoretical knowledge instruction for a first type rating for a multi engine helicopter.

Appendix 1 to JAR–FCL 2.075

Specifications for flight crew licences

GENERAL

1. A valid licence including and a valid medical certificate has always to be carried by the pilot when exercising the privileges of the licence.
2. A document containing a photo shall be carried for purposes of identification of the holder of the licence.
3. Any medical endorsements (e.g. use of spectacles, etc.) will be entered on the medical certificate (see JAR–FCL 3 IEM FCL 3.100).
4. In this subpart, the 'Authority' is the Authority of the State of licence issue.

STANDARD JAA LICENCE FORMAT

Cover page

aviation authority name and logo
(English and Serbian)

JOINT AVIATION AUTHORITIES

(English only)

Issued in accordance with ICAO and JAR-FCL
Standards (English and national language)
(English and Serbian)

Page 2

I State of issue

III Licence number

IV Last and first name of holder

XIV Date (see instructions) and Place of birth

Address Street, town, area, zip code

VI Nationality

VII Signature of holder

Issuing Authority

VIII e.g. This CPL(H) has been issued on the basis of
an ATPL issued by.....(non JAA-State)

X Signature of issuing officer and date

Seal or stamp of issuing Authority

XI

Requirements

Size of each page shall be not less than one eighth A4

Requirements

Licence number will always commence with the U.N. country code of the State of licence issue.

Standard date format is to be used, i.e. day / month / year in full (e.g., 21/01/1995)

See JAR-FCL 2.070

Page 3

| | |
|-------------|---|
| II | Titles of licences, date of initial issue and country code |
| IX | This licence is to be re-issued not later than The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. By the application of JARFCL 2.015(a)(1), the licence holder is entitled to exercise licence privileges on aircraft registered in any Member State of the Joint Aviation Authorities. A document containing a photo shall be carried for the purposes of identification of the licence holder. |
| XII | Radiotelephony privileges: The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English (other languages specified). |
| XIII | Remarks: e.g. valid only on helicopters registered in the State of licence issue. [Language Proficiency: (language(s))] |

Abbreviations used will be as used in JAR-FCL (e.g. PPL(H), ATPL(H), etc.) Standard date format is to be used, i.e. day / month / year in full (e.g., 21/01/1995)

Re-issue is to be not later than 5 years from the date of initial issue shown in item II.

This document is not specified, but a passport would suffice when outside the State of licence issue.

All additional licensing information required by ICAO, EC Directive / Regulations or JARs to be entered here

Page 4

| XII Ratings to be revalidated | |
|--------------------------------------|-------------------------------|
| Type I / R | Remarks / Restrictions |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| Instructors | |
| | |
| | |
| | |
| | |

Terms

These pages are intended for use by the aviation authorities to specify in terms of initial issue or renewal of expired powers of authority.

Aviation Authority Ms always enter the first issuance or renewal of authorization.

Operational constraints will be added in remarks / limitations versus the corresponding limited rights, for example. IR practical test carried out with co-pilot, restricted the right to hold training on one type of aircraft, etc..Medical restrictions, conditions and variations (eg valid only as a "copilot") will be entered as indicated in the medical certificate (see IEM FCL3.100).

Pages 5, 6, and 7:

For revalidation of proficiency checks for type, and instrument ratings, the standard JAA licence format allows for these pages to have entries made in the licence by the examiner undertaking

the proficiency checks. Alternatively, at the discretion of the Authority, revalidating entries may only be made by that Authority.

If a proficiency check performed on a multi-engine helicopter includes the IR part of the check, this will revalidate the IR(H) (with restrictions, if any). If the IR part of a proficiency check is not performed, and IR proficiency checks on other helicopters do not carry across corresponding IFR privileges, the examiner will indicate 'VFR' against the revalidation of that rating.

Instructor ratings may also at the discretion of the Authority be revalidated in the licence by the examiner who forms a part of the revalidation process. If an examiner is not involved in the revalidation process, the rating entry will be made by the Authority.

Ratings that are not validated will be removed from the licence at the discretion of the Authority and not later than 5 years from the last revalidation.

XII

| Rating: | Date of test | Valid until | Examiners authorisation no. | Examiners signature |
|----------------|---------------------|--------------------|--|--------------------------------|
|----------------|---------------------|--------------------|--|--------------------------------|

(Each page will contain 10 spaces for initial issue and revalidation of ratings)
Page 8:

| Abbreviations used in this licence | |
|---|--|
| PPL | |
| ATPL | |
| CPL | |
| IR | |
| SE | |
| ME | |
| MPH | |
| SPL | |
| R / T | |
| T / R | |
| FI | |
| TRI | |
| IRI | |
| | |

[e.g. ATPL (Airline Transport Pilot Licence), CPL (Commercial Pilot Licence), IR (Instrument rating), R/T (Radio Telephony), FI (Flight Instructor), etc....

SUBPART B – STUDENT PILOT (Helicopter)

JAR–FCL 2.085 Requirements

(a) A student pilot shall meet requirements specified by the Authority in the State in which the student intends to train. In prescribing such requirements the Authority shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.

(b) A student pilot shall not fly solo unless authorised by a flight instructor.

JAR–FCL 2.090 Minimum age A student pilot shall be at least 16 years of age before the first solo flight.

JAR–FCL 2.095 Medical fitness A student pilot shall not fly solo unless that student pilot holds a valid Class 1 or Class 2 medical certificate.

SUBPART C – PRIVATE PILOT LICENCE (Helicopter) – PPL(H)

JAR–FCL 2.100 Minimum age An applicant for a PPL(H) shall be at least 17 years of age.

JAR–FCL 2.105 Medical fitness An applicant for a PPL(H) shall hold a valid Class 1 or Class 2 medical certificate. In order to exercise the privileges of a PPL(H) a valid Class 1 or Class 2 medical certificate shall be held.

JAR–FCL 2.110 Privileges and conditions (a) Privileges. Subject to any other conditions specified in JARs, the privileges of the holder of a PPL(H) are to act, but not for remuneration, as pilot-in-command or co-pilot of any helicopter engaged in non-revenue flights.

(b) Conditions

(1) An applicant for a PPL(H) who has complied with the conditions specified in JAR– FCL 2.100, 2.105, 2.120, 2.125(a) and (b), 2.130, 2.135[][.] 2.261(a) [and, if applicable, 2.010(a)(4)] shall have fulfilled the requirements for the issue of a PPL(H) including at least the type rating for the helicopter used in the skill test.

(2) If the privileges of the licence are to be exercised at night, the holder shall have complied with JAR–FCL 2.125(c).

JAR-FCL 2115 Intentionally blank

JAR–FCL 2.120 Experience and crediting

An applicant for a PPL(H) shall have completed at least 45 hours flight time as a pilot of helicopters; a total of 5 hours of this 45 hours may have been completed in a FNPT or a flight simulator. Holders of pilot licences or equivalent privileges for aeroplanes, microlights having fixed

wings and moveable aerodynamic control surfaces acting in all three dimensions, microlight helicopters, gyroplanes, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 6 hours towards a PPL(H).

JAR-FCL 2.125 Training course
(See Appendix 1, 2 and 3 to
JAR-FCL 2.125) (See AMC
FCL 2.125)

(a) General.

An applicant for a PPL(H) shall complete at a FTO or an accepted registered facility the required instruction in accordance with the syllabus as set out in Appendix 1 to JAR-FCL 2.125. A registered facility is limited to giving training on single-engine helicopters with a maximum certificated seating capacity of not more than 4 persons.

In exceptional circumstances existing SE training helicopters may continue to be used when approved in registered facilities for PPL training by the Authority under the terms of an exemption.

The requirements for registration are set out in Appendix 2 and 3 to JAR-FCL 2.125.

(b) Flight instruction

An applicant for a PPL(H) shall have completed on one type of helicopter, having a certificate of airworthiness issued or accepted by a JAA Member State, at least 25 hours dual instruction, to include at least 5 hours instrument dual instruction time, and at least 10 hours of supervised solo flight time, including at least five hours of solo cross-country flight time with at least one cross-country flight of at least 185km (100NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

(c) Night qualification

(1) If the privileges of the licence are to be exercised at night, the holder of a PPL(H) shall have a night qualification in accordance with Appendix 4 to JAR-FCL 2.125.

(2) An applicant who holds, or has held, an IR(A) shall complete in accordance with Appendix 4 to JAR-FCL 2.125 exercises 4 to 6, and shall complete a minimum of 5 hours helicopter dual instrument instruction time for exercises 1 to 3 at the discretion of a FI.

(3) This qualification will be endorsed on the licence.

JAR-FCL 2.130 Theoretical knowledge examination
(See Appendix 1 to JAR-FCL 2.130 and 2.135)

The applicant for a PPL(H) shall have demonstrated to the Authority a level of theoretical knowledge appropriate to the privileges granted to the holder of a PPL(H). The requirements and procedures for the theoretical knowledge examinations are set out in Appendix 1 to JAR-FCL 2.130 & 2.135 and JAR-FCL 2.261(a).

JAR-FCL 2.135 Skill
(See Appendix 1 to JAR-FCL 2.130 and 2.135)

An applicant for a PPL(H) shall have demonstrated the ability to perform as pilot-in-command of a helicopter the relevant procedures and manoeuvres described in Appendix 1 to JAR-FCL 2.130

and 2.135 and Appendix 2 to JAR–FCL 2.135 with a degree of competency appropriate to the privileges granted to the holder of a PPL(H).The skill test shall be taken within six months of completing the flight instruction (see JAR–FCL 2.125(a))

Appendix 1 to JAR–FCL 2.125
PPL(H) training course – Summary
(See JAR-FCL 2.125).
(See AMC FCL 2 .125)

1.The aim of the PPL(H) course is to train the student pilot to fly safely and efficiently under Visual Flight Rules.

THEORETICAL KNOWLEDGE INSTRUCTION

2.The theoretical knowledge syllabus of the PPL(H) course shall cover the following:

Air Law, Aircraft General Knowledge, Flight Performance and Planning, Human Performance and Limitations, Meteorology, Navigation, Operational Procedures, Principles of Flight and Communication.

Further details of all theoretical knowledge instruction are set out in
AMC FCL 2.125.FLIGHT INSTRUCTION

3.The PPL(H) flight instruction syllabus shall cover the following:

- (a) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (c) control of the helicopter by external visual reference;
- (d) take-offs, landings, hovering, look out turns and normal transitions from and to the hover;
- (e) emergency procedures, basic autorotations, simulated engine failure, ground resonance recovery if relevant to type;
- (f) sideways and backwards flight, turns on the spot; (g) incipient vortex ring recognition and recovery;
- (h) touchdown autorotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;
- (i) steep turns; (j) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;
- (k) limited power and confined area operations including selection of and operations to and from unprepared sites;
- (l) flight by sole reference to basic flight instruments including completion of a level 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud (this training may be conducted by an FI(H));
- (m) cross-country flying by using visual reference, dead reckoning and, where available, radio navigation aids; (n) operations to, from and transiting controlled aerodromes; compliance with air traffic services procedures, communication procedures and phraseology;

TRAINING AND TESTING HELICOPTER(S)

4. An adequate number of training and testing helicopters appropriate to the courses of training and testing shall be provided. Each helicopter shall be fitted with duplicated primary flight controls for use by the instructor and the student. Swing-over flight controls shall not be acceptable. The helicopter(s) shall include, as appropriate to the courses of training, helicopter(s) suitable for auto-rotation demonstration and helicopter(s) suitably equipped to simulate instrument meteorological conditions, and suitably equipped for the instrument flight training and testing required. For flight training and testing for IR(H), an adequate number of IFR certificated helicopters shall be available. Helicopters used for training shall be approved by the Authority for training purposes.

AERODROMES AND SITES

5. The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

(a) Have at least one runway or take-off/landing area that allows training helicopter to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, and touch down autorotation as appropriate:

(i) under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area;

(ii) clearing all obstacles in the take-off flight path by at least 50 feet; (iii) with the powerplant operation and the landing gear (if applicable) recommended by the manufacturer; and

(iv) with a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.

(b) Have a wind direction indicator that is visible at ground level from the ends of each runway, take-off/landing area.

(c) Have adequate runways/take-off/landing area lights if used for night training.

(d) Have available a means of air/ground communications acceptable to the Authority.

6 Sites shall be available for:

- confined area operation training – simulated engine off autorotation
- sloping ground training

For all details see AMC FCL 2.125

Appendix 2 to JAR-FCL 2.125 Registration of facilities for PPL instruction only

(See JAR-FCL 2.125).

1. Application for acceptance of registration shall be made by the owner or responsible person in charge of the facility to the Authority of the JAA Member State in which the facility is located which will provide the applicant with a registration form.

2. The application form for registration shall contain the information as shown in Appendix 3 to JAR–FCL 2.125.

3. Upon receipt of the completed application form the Authority of the JAA Member State in which the facility is located will register the facility to conduct PPL training within that State, at the discretion of the Authority, without formal approval procedure, unless it has reason to doubt that the instruction can be carried out safely. The Authority will inform the applicant to this effect.

4. Any changes to the information entered on this form shall be communicated to the Authority.

5. The facility will remain registered until the Authority is informed by its operator that PPL training is to cease, or the Authority establishes that instruction is not being carried out safely and/or in compliance with JAR–FCL. In both these situations the registration of the facility will be revoked.

Appendix 3 to JAR–FCL 2.125

Contents of an application form for registration of a facility for PPL instruction

(See JAR–FCL 2.125)

Name and address under which the facility

operates, i.e. Club, School, Group;

Name, address and telephone number of FI's and qualifications;

e (i) Name and address of aerodrome, if applicable, from which training operations are to be conducted;

(ii) Name of aerodrome operator;

f) List of helicopters to be used, including any means of synthetic flight instruction (if applicable) to be used by the facility, stating:

Type of helicopters, Registration(s), Registered Owner(s), C of A Categories;

Type of training to be conducted by the facility:

g) Type of training to be conducted by the facility: Theoretical knowledge instruction for PPL(H) (see JAR-FCL 2.130) Flight instruction for PPL(H) with associated single-engine type rating (see JAR-FCL 2.125(a)) Night qualification Others (specify) (see JAR–FCL 2.017)

h) Details of aircraft insurance held;

i) State whether your facility intends to operate full or part time;

j Any additional information the Authority may require;

k A declaration below by the applicant that the information provided in (a) to (j) above is correct and that training will be conducted in accordance with JAR–FCL 2.

Date:

Signature:

Appendix 4 to JAR-FCL 2.125
PPL(H) Night Qualification Course
(See JAR-FCL 2.125(c))

1.The aim of the course is to qualify PPL(H) holders to exercise the privileges of the licence at night.

2.A holder of PPL(H) applying for a night qualification shall have completed at least 100 hours of flight time as pilot of helicopters after the issue of the licence, including at least 60 hours as PIC of helicopters and 20 hours cross-country flight.

3.The course should be completed within 6 months.

4.For licence endorsement a certificate of satisfactory completion of the course shall be issued by the FI or Head of Training.

THEORETICAL KNOWLEDGE

5.Theoretical knowledge syllabus should be at least 5 hours of instruction, with emphasis on revision and / or explanation of:

- night VMC minima
- rules regarding airspace control at night and facilities available
- rules regarding aerodrome ground/runway/landing site/obstruction lighting

- aircraft navigation lights and collision avoidance rules
- physiological aspects of night vision and orientation
- dangers of disorientation at night
- dangers of weather deterioration at night
- instrument systems/functions and errors
- instrument lighting and emergency cockpit lighting systems
- map marking for use under cockpit lighting
- practical navigation principles
- radio navigation principles - planning and use of safety altitude - danger from icing conditions, avoidance and escape manoeuvres

FLYING TRAINING

6.In all cases, exercises 4 to 6 of the night qualification flight syllabus shall be completed.

7.For exercises 1 to 3, up to 50 % of the required flight training may be completed in a STD(H) (- to be developed -). However, all items within each exercise must be practised in a helicopter in flight.

8.Items marked (*) shall be completed in simulated IMC and may be completed in daylight.

9.Exercises 1 to 3 of flying training syllabus shall comprise at least 10 hours instruction.

10. Exercises 4 to 6 of flying training syllabus shall comprise at least 5 hours, including at least 3 hours dual instruction and 5 solo night circuits. Each circuit shall include a take-off and a landing.

11. The flying exercises shall comprise:

- Exercise 1:

(repeat as necessary until the student achieves a safe and competent standard)

- revise basic manoeuvres when flying by sole reference to instruments*

- explain and demonstrate transition to instrument flight from visual flight*

- explain and revise recovery from unusual attitudes by sole reference to instruments*

- Exercise 2:

(repeat as necessary until the student achieves a safe and competent standard)

- Explain and demonstrate the use of radionavigation assets when management performed only on the basis of indications of instruments, including the determination and maintenance of position *;

- Exercise 3:

(repeat as necessary until the student achieves a safe and competent standard)

- explain and demonstrate the use of Radar Assistance *

- Exercise 4:

(Repeated until the student reaches the required a safe and competent standard - Explain and demonstrate the use and adjustment of landing light

- explain and demonstrate night hovering:

- higher and slower than by day

- avoidance of unintended sideways or backwards movements

- explain and demonstrate night take-off techniques

- explain and demonstrate night circuit technique

- explain and demonstrate night approaches (constant angle) with or without visual approach aids to:

- heliports;

- illuminated touchdown areas

- practise take-off's, circuits and approaches

- explain and demonstrate night Emergency procedures to include:

- simulated engine failure, (to be terminated with power recovery at a safe altitude)

- simulated engine failure including single engine approach and landing, (multiengine only)

- simulated inadvertent entry to IMC (not on base leg or final)

- simulated hydraulic control failure (to include landing)

- internal and external lighting failure

- other malfunctions and emergency procedures as required by the Aircraft Flight Manual

- Exercise 5:

-solo night circuits

- Exercise 6:
- explain and demonstrate night cross country techniques;
- practise night cross country dual and as SPIC to a satisfactory standard.

Appendix 1 to JAR-FCL 2.130 & 2.135
Theoretical knowledge examination and skill test for the PPL(H)

(See JAR-FCL 2.130 and 2.135)

THEORETICAL KNOWLEDGE EXAMINATION

1. Procedures for the conduct of the PPL examination will be determined by the Authority. The examination shall be in written form, and may be taken on one or more days at the discretion of the Authority and shall comprise nine Subjects as indicated in the table below. An examination paper may cover several Subjects. There shall be a total of at least 120 questions. The times shall not exceed the following:

| Subject | Time (not more than) | Subdivision of times is at the discretion of the Authority |
|-----------------------------------|-------------------------|--|
| Air Law and ATC Procedures | | |
| Aircraft General Knowledge | | |
| Flight Performance and Planning | | |
| Human Performance and limitations | | |
| Meteorology | | |
| Navigation | | |
| Operational procedures | | |
| Principles of Flight | | |
| Communications | | |
| Total | 6 hours | |

Communication practical classroom testing may be conducted at the discretion of the Authority.

2. The majority of the questions shall be multiple choice.
3. The examinations will be provided in the language(s) considered appropriate by the Authority. The Authority shall inform applicants of the language(s) in which the examinations will be conducted.
4. A pass in a Subject will be awarded to an applicant achieving at least 75% of the marks allocated to that Subject. Marks shall only be awarded for correct answers.

5. Subject to any other conditions in JAR–FCL 2, an applicant shall be deemed to have successfully completed the theoretical examinations for the PPL(H) when awarded a pass in all parts within a period of 18 months, counted from the end of the calendar month when the applicant first attempted an examination. A pass in the theoretical knowledge examination will be accepted for the grant of the private pilot licence during the 24 months from the date of successfully completing the examinations (NPA20).

SKILL TEST

6. An applicant for a skill test for the PPL(H) shall have received instruction on the same type of helicopter to be used for the skill test. The applicant shall be permitted to choose to take the test on a single-engine helicopter or, subject to the experience requirement in JAR–FCL 2.255 of 70 hours flight time as pilot-in-command, on a multi-engine helicopter. The helicopter used for the skill test shall meet the requirements for training helicopters (see Appendix 1 to JAR–FCL 2.125).

7. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner will be determined by the Authority.

8. An applicant shall pass sections 1 through 5 of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again.

Failure in any items of the re-test and failure in any other items already passed will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

9. Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

10. The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

11. Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

12. 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 to repeat the entire skill test.

13. An applicant shall be required to fly the helicopter from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

14. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an accepted aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and

shall ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test, as set out in Appendix 2 to JAR-FCL 2.135 shall consist of at least 3 legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in 2 flights.

15. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

16. The FE will take no part in the operation of the helicopter except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

FLIGHT TEST TOLERANCE

17. The applicant shall demonstrate the ability to:

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

18. The following limits are for general guidance. The FE will make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height

| | |
|---|------------|
| normal forward flight | ± 150 feet |
| with simulated major emergency situations | ± 200 feet |
| hovering I.G.E. flight | ± 2 feet |

Heading / Tracking of radio aids

| | |
|---|-------|
| normal flight | ± 10° |
| with simulated major emergency situations | ± 15° |

Speed

| | |
|--------------------------|----------------------|
| takeoff approach | - 10 knots/+15 knots |
| all other flight regimes | ± 15 nodes (Kt) |

Ground drift

| | |
|-------------------|-----------------------------------|
| T.O. hover I.G.E. | ± 3 feet |
| landing | no sideways or backwards movement |

CONTENT OF THE SKILL TEST

19. The skill test contents and sections set out in Appendix 2 to JAR–FCL 2.135 shall be used for the skill test for the issue of a PPL(H) on single- or multi-engine helicopters. Where the skill test is taken on a multi-engine helicopter, the applicant shall fulfil the requirement of JAR–FCL 2.255.

The format and application form for the skill test may be determined by the Authority

(see IEM FCL 2.135).

Appendix 2 to JAR–FCL 2.135
 Contents of the skill test for the issue of a PPL(H)
 (See JAR-FCL 2.135)
 (See IEM FCL 2.135)

Note: Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc., apply in all sections.

**SECTION 1
 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES**

a Helicopter knowledge, (eg. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather

| | |
|-----|--|
| (b) | Pre-flight inspection/action, location of parts and purpose |
| (c) | Cockpit inspection, Starting procedure |
| (d) | Communication and navigation equipment checks, selecting and setting frequencies |
| (e) | Pre-take-off procedure, R/T procedure, ATC liaison-compliance |
| (f) | Parking, Shutdown and Post-flight procedure |

**SECTION 2
 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS**

| | |
|-----|--|
| (a) | Take-off and landing (lift off and touch down) |
| (b) | Taxi, hover taxi |
| (c) | Stationary hover with head/cross/tail wind |
| (d) | Stationary hover turns, 360° left and right (spot turns) |
| (e) | Forward, sideways and backwards hover manoeuvring |
| (f) | Simulated engine failure from the hover |
| (g) | Quick stops into and downwind |
| (h) | Sloping ground/unprepared sites landings and take-offs |
| (i) | Take-offs (various profiles) |
| (j) | Crosswind, downwind take-off (if practicable) |
| k | Take-off at maximum take-off mass (actual or simulated) |
| (l) | Approaches (various profiles) |
| (m) | Limited power take-off and landing |
| (n) | Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns) |
| (o) | Autorotative landing |
| (p) | Practice forced landing with power recovery |
| (r) | Power checks, reconnaissance technique, approach and departure technique |

**SECTION 3
 NAVIGATION - EN ROUTE PROCEDURES**

| | |
|-----|--|
| (a) | Navigation and orientation at various altitudes/heights, map reading |
| (b) | Altitude/height, speed, heading control, observation of airspace, altimeter setting |
| (c) | Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring |
| (d) | Observation of weather conditions, diversion planning |

| | |
|-----|---|
| (e) | Use of navigation aids (where available) |
| (f) | |
| (g) | ATC liaison and observance of regulations, etc. |

**SECTION 4
FLIGHT PROCEDURES AND MANOEUVRES**

| | |
|-----|--|
| (a) | Level flight, control of heading, altitude/height and speed |
| (b) | Climbing and descending turns to specified headings |
| (c) | Level turns with up to 30°bank, 180° to 360° left and right |
| (d) | Level turns 180° left and right by sole reference to instruments |

**SECTION 5
ABNORMAL AND EMERGENCY PROCEDURES
(SIMULATED WHERE APPROPRIATE)**

Note (1) Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.

Note (2) The FE shall select 4 items from the following:

| | |
|-----|--|
| (a) | Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate |
| (b) | Fuel system malfunction |
| (c) | Electrical system malfunction |
| (d) | Hydraulic system malfunction, including approach and landing without hydraulics, as applicable |
| (e) | Main rotor and/or anti-torque system malfunction (flight simulator or discussion only) |
| (f) | Fire drills, including smoke control and removal, as applicable |

g Other abnormal and Emergency procedures as outlined in appropriate flight manual and with reference to Appendix 3 to JAR-FCL 2.240, sections 7 and 8, including for multi-engine helicopters:

- Simulated engine failure at take-off:
 - Rejected take-off at or before TDP or safe forced landing at or before DPATO
 - Shortly after TDP or DPATO
- Landing with simulated engine failure:
 - Landing or go-around following engine failure before LDP or DPBL
 - following engine failure after LDP or safe forced landing after DPBL

SUBPART D – COMMERCIAL PILOT LICENCE (Helicopter) – CPL(H)

JAR-FCL 2.140 Minimum age

An applicant for a CPL(H) shall be at least 18 years of age.

JAR-FCL 2.145 Medical fitness

An applicant for a CPL(H) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the CPL(H) a valid Class 1 medical certificate shall be held.

JAR-FCL 2.150 Privileges and conditions
(See JAR-FCL 2.250)

(a) Privileges. Subject to any other conditions specified in JARs, the privileges of the holder of a CPL (H) are to:

- (1) Exercise all the privileges of the holder of a PPL (H);
- (2) Act as pilot-in-command or co-pilot of any helicopter engaged in operations other than commercial air transportation;
- (3) Act as pilot-in-command in commercial air transportation in any helicopter certificated for single-pilot operation.
- (4) Act as co-pilot in commercial air transportation in helicopters required to be operated with a co-pilot.

Conditions. An applicant for a CPL(H) who has complied with the conditions specified in JAR-FCL 2.140, 2.145, 2.155 [], 2.160, 2.165,] 2.170, [2.261(a) [and, if applicable, 2.010(a)(4)] shall have fulfilled the requirements for the issue of at least a CPL(H) containing the type rating for the helicopter used on the skill test and, if an instrument rating course and test completed in accordance with JAR-FCL 2 Subpart E are included, the instrument rating.

JAR-FCL 2.155 Experience and crediting
(See Appendix 1 through 5 to JAR-FCL

2.160 & 2.165(a)(1)) (See AMC FCL

2.160 & 2.165(a)(1) through (5))

(a) *Integrated courses*

(1) Experience.

An applicant for a CPL(H) who has satisfactorily followed and completed an integrated flying training course shall have completed as a pilot of helicopters having a certificate of airworthiness issued or accepted by a JAA Member State at least 135 hours of flight time.

(2) Crediting.

For details on crediting of flight time required in paragraph (a)(1), see Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) paragraph 4 or Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2) paragraph 4 or Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3) or Appendix 1 to JAR-FCL 2.160. & 2.165(a)(4).

(b) *Modular courses*

(1) Experience.

An applicant for a CPL(H) who is not a graduate from an integrated flying training course shall have completed as a pilot on helicopters having a certificate of airworthiness issued or accepted by a JAA Member State at least 185 hours of flight time.

(2) Crediting.

From the 185 hours of flight time:

- (i) 20 hours as pilot-in-command holding a PPL(A); or (ii) 50 hours as pilot-in-command holding a CPL(A) may have been completed in aeroplanes; or
- (iii) 10 hours as pilot-in-command in touring motor gliders or gliders.

(c) Flight time.

The applicant shall have completed in helicopters at least (see also JAR-FCL 2.050 (a)(3)):

(1) 50 hours as pilot-in-command, (2) 10 hours of cross-country flight time as pilot-in-command, including a cross-country flight totaling at least 185 km (100 NM) in the course of which full-stop landings at two aerodromes different from the aerodromes of departure shall be made;

(3) 10 hours of instrument dual instruction time, of which not more than 5 hours is to be instrument ground time; and

(4) 5 hours of night flight time, as set out in JAR-FCL 2.165(b).

JAR-FCL 2.160 Theoretical knowledge

(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (5)) (See AMC FCL 2.160 & 2.165(a)(1) through (5))

(a) Course.

An applicant for a CPL(H) shall have received theoretical knowledge instruction at an approved flying training organisation (FTO). The course should be combined with a flying training course as set out in JAR-FCL 2.165.

(b) Examination.

An applicant for a CPL(H) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and shall meet the requirements set out in JAR-FCL 2.261(a) and Subpart J.

(c) An applicant who has undertaken an integrated flying training course shall demonstrate at least the level of knowledge required by that course, as set out in the relevant Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (4).

JAR-FCL 2.165 Flight instruction

(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (3) and AMC FCL 2.160 & 2.165(a)(1) through (3))

(a) Course.

An applicant for a CPL(H) shall have completed an approved course of integrated or modular flying training (on helicopters having a certificate of airworthiness issued or accepted by a JAA Member State) at an approved flying training organisation. The course should be combined with a theoretical knowledge training course. For details of the approved courses see as follows:

(1) ATP(H)/IR integrated course –Appendix 1 to JAR–FCL 2.160 & 2.165(a)(1) and AMC FCL 2.160 & 2.165(a)(1);

(2) ATP(H) integrated course –Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2)and AMC FCL 2.160 & 2.165(a)(2);

(3) CPL(H)/IR integrated course –Appendix 1 to JAR-FL 2.160 & 2.165(a)(3)and AMC FCL 2.160 & 2.165(a)(3);and

(4) CPL(H) integrated course –Appendix 1 to JAR–FCL 2.160 & 2.165(a)(4)and AMC FCL 2.160 & 2.165(a)(4); and

(5) CPL(H) modular course –Appendix 1 to JAR–FCL 2.160 & 2.165(a)(5)and AMC FCL 2.160 & 2.165(a)(5).

(b) Night training.

The applicant shall have completed at least 5 hours flight time in helicopters at night comprising at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation, and 5 solo take-offs and 5 full-stop landings, each to include one circuit.

JAR–FCL 2.170 Skill

(See Appendices 1 and 2 to JAR–FCL 2.170)

(See Appendix 1 to JAR–FCL 2.160 & 2.165(a)(1) through (a)(5))

| Manoeuvres / Procedures (Including the MSS) | | Practical training | | | Skill Test/ Proficiency Check | |
|---|--|---|----|---|-------------------------------|---|
| | | Instructor's initials upon completion of training | | | Checked in | Verification Examiner's initials when test/check passed |
| | | FTD | FS | H | FTD, FS, H | |
| PART 1 Pre-flight preparations and checks | | | | | | |
| 1.1 | Helicopter exterior visual inspection; location of each item and purpose of inspection | | | P | | M |
| 1.2 | Cockpit inspection | | P | → | | M |
| 1.3 | Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | → | → | | M |

| | | | | | | | | |
|---|---|---|---|---|--|--|----------|--------------|
| 1.4 | Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor | | R | → | | | M | |
| 1.5 | Pre take-off procedures and checks | R | → | → | | | M | |
| PART 2 Flight maneuvers and procedures | | | | | | | | |
| 2.1 | Take-offs (various profiles) | | R | → | | | M | |
| 2.2 | Sloping ground take-offs & landings | | R | → | | | M | |
| 2.3 | Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | R | → | → | | | M | |
| 2.4.1 | Take off with simulated engine failure shortly before reaching TDP, or DPATO | | P | → | | | M | |
| 2.4.2 | Take off with simulated engine failure shortly after reaching TDP, or DPATO | | P | → | | | M | |
| 2.5 | Climbing and descending turns to specified headings, | R | → | → | | | M | |
| 2.5.1 | Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments | R | → | → | | | M | |
| 2.6 | Autorotative descent | R | → | → | | | M | |
| 2.6.1 | Autorotative landing or power recovery | | R | → | | | M | |
| 2.7 | Landings, various profiles | | R | → | | | M | |
| 2.7.1 | Go-around or landing following simulated engine failure before LDP or DPBL | | P | → | | | M | |
| 2.7.2 | Landing following simulated engine failure after LDP or DPBL | | P | → | | | M | |
| PART 3 Regular and emergency procedures for cancellation of the following systems: | | | | | | | | |
| 3 | Normal and abnormal operations of the following systems and procedures: | | | | | | M | (A mandatory |

| | | | | | | | | |
|------|---|---|---|---|--|--|--|---|
| | | | | | | | | minimum of 3 items shall be selected from this section) |
| 3.1 | Engine | R | → | → | | | | |
| 3.2 | Air conditioning (heating, ventilation) | R | → | → | | | | |
| 3.3 | Pitot / static system | R | → | → | | | | |
| 3.4 | Fuel System | R | → | → | | | | |
| 3.5 | Electrical System | R | → | → | | | | |
| 3.6 | Hydraulic System | R | → | → | | | | |
| 3.7 | Flight control system and Trim-system | R | → | → | | | | |
| 3.8 | Anti- and de-icing system | R | → | → | | | | |
| 3.9 | Autopilot / flight director | P | → | → | | | | |
| 3:10 | Stability augmentation devices | R | → | → | | | | |
| 3:11 | Radar, radio altimeter, transponder | R | → | → | | | | |
| 3:12 | Area Navigation System | R | → | → | | | | |

| | | | | | | | | |
|--|---|---|---|---|--|--|----------|--|
| 3:13 | Landing gear system | R | → | → | | | | |
| 3:14 | Auxiliary power unit | R | → | → | | | | |
| 3:15 | Radio, navigation equipment, instruments flight management system | P | → | → | | | | |
| SECTION 4 ABNORMAL AND EMERGENCY PROCEDURES | | | | | | | | |
| 4. | ABNORMAL AND EMERGENCY PROCEDURES | | | | | | M | A mandatory minimum of 3 items shall be selected from this section |
| 4.1 | Fire drills (including evacuation if applicable) | R | → | → | | | | |
| 4.2 | Smoke control and removal | R | → | → | | | | |

| | | | | | | | |
|---|---|-----|-----|--|--|----------------------|--|
| 4.3 | Engine failures, shut down and restart at a safe height | R | → | → | | | |
| 4.4 | Fuel dumping (simulated) | R | → | → | | | |
| 4.5 | Tail rotor control failure (if applicable) | R | → | → | | | |
| 4.5.1 | Tail rotor loss (if applicable) | R | → | Helicopter shall not be used for this exercise | | | |
| 4.6 | Incapacitation of crew member | R | → | → | | | |
| 4.7 | Transmission malfunctions | R | → | → | | | |
| 4.8 | Other emergency procedures as outlined in the appropriate Flight Manual | R | → | → | | | |
| SECTION 5 Instrument Flight Procedures (To be performed in IMC or simulated IMC) | | | | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | R * | → * | → * | | | |
| 5.1.1 | Simulated engine failure during departure | R * | → * | → * | | M * | |
| 5.2 | Adherence to departure and arrival routes and ATC instructions | R * | → * | → * | | M * | |
| 5.3 | Holding procedures | R * | → * | → * | | | |
| 5.4 | ILS-approaches down to CAT 1 decision height | P * | → * | → * | | | |
| 5.4.1 | Manually, without flight director | P * | → * | → * | | M* (Skill test only) | |
| 5.4.2 | Manually, with flight director | R * | → * | → * | | | |
| 5.4.3 | With coupled autopilot | R * | → * | → * | | | |
| 5.4.4 | Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the | R * | → * | → * | | M * | |

| | | | | | | | |
|----------------------------------|---|-----|-----|-----|--|--|-----|
| | outer marker (OM) until touchdown or until completion of the missed approach procedure) | | | | | | |
| 5.5 | Non-precision approach down to the minimum descent altitude MDA/H | P * | → * | → * | | | M * |
| 5.6 | Go-around with all engines operating on reaching DA/DH or MDA/MDH | P * | → * | → * | | | |
| 5.6.1 | Other missed approach procedures | R * | → * | → * | | | |
| 5.6.2 | Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | R * | | | | | M * |
| 5.7 | IMC autorotation with power recovery | R * | → * | → * | | | M * |
| 5.8 | Recovery from unusual attitudes | R * | → * | → * | | | M * |
| Use of optional equipment | | | | | | | |
| PART 6 | | | | | | | |
| 6. | Use of optional equipment | R | → | → | | | |

Appendix 3 to JAR-FCL 2.240
Contents of the type rating/training/skill test and proficiency check for single-engine and multiengine single-pilot helicopters including proficiency checks for the instrument rating

(See JAR-FCL 2 .240 to 2 .262)
(See Appendix 1 to JAR-FCL 2160 and 2 .165 (a) (3))

1. The following symbols mean:

P = Trained as Pilot-in-command for the issue of a type rating

2. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

3. The following abbreviations are used to indicate the training equipment used:

FS = Flight Simulator
FTD = Flight Training Device H = Helicopter

3.1. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.

3.2. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.

4. Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

5. A flight simulator shall be used for practical training and testing if the flight simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

- a) the qualification of the flight simulator as set out in JAR-STD;
- b) the qualifications of the instructor and examiner;
- c) the amount of line-orientated flight training provided on the course; d) the qualifications and previous line operating experience of the pilot under training; and
- e) the amount of supervised line flying experience provided after the issue of the new type rating.

| | | Practical training | | | Skill Test/ Proficiency Check | |
|--|---|--------------------|---|----|----------------------------------|--|
| Manoeuvres / Procedures | | Trained in: | Instructor's initials when training completed | by | Checked in | Examiner's initials when test/check passed |
| | | FTD | FS | H | | FS, H |
| SECTION 1 Flight preparation and checks | | | | | | |
| 1.1 | External review of the helicopter; location of each complex and the purpose of checking | | | R | | M |
| 1.2 | Check cabin | | R | → | | M |
| 1.3 | Prior to starting engines, starting procedures, radio and navigation equipment check, | R | → | → | | M |

| | | | | | | | |
|---|---|---|---|---|--|--|----------|
| | selection and setting of navigation and communication frequencies | | | | | | |
| 1.4 | Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor | | R | → | | | M |
| 1.5 | Pre take-off procedures | R | → | → | | | M |
| SECTION 2 Flight manoeuvres and procedures | | | | | | | |
| 2.1 | Take-offs (various profiles) | | R | → | | | M |
| 2.2 | Sloping ground take-offs & landings | | R | → | | | |
| 2.3 | Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | R | → | → | | | |
| 2.4.1 | Take off with simulated engine failure shortly before reaching TDP, or DPATO | | P | → | | | M |
| 2.4.2 | Take off with simulated engine failure shortly after reaching TDP, or DPATO | | R | → | | | M |
| 2.5 | Climbing and descending turns to specified headings | R | → | → | | | M |
| 2.5.1 | Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments | R | → | → | | | M |
| 2.6 | Autorotative descents | R | → | → | | | M |
| 2.6.1 | Autorotative landing or power recovery | | R | → | | | M |
| 2.7 | Landings various profiles | | R | → | | | M |
| 2.7.1 | Go around or landing following simulated engine failure before LDP or DPBL | | P | → | | | M |
| 2.7.2 | Landing following simulated engine failure after LDP or DPBL | | R | → | | | M |

| | | | | | | | |
|--|---|---|---|---|--|----------|--|
| PART 3 Normal and abnormal operations of the following systems and procedures: | | | | | | | |
| 3 | Normal and abnormal operations of the following systems and procedures: | | | | | M | (A mandatory minimum of 3 items shall be selected from this section) |
| 3.1 | Engine | R | → | → | | | |
| 3.2 | Air conditioning (heating, ventilation) | R | → | → | | | |
| 3.3 | Pitot - Static System | R | → | → | | | |
| 3.4 | Fuel System | R | → | → | | | |
| 3.5 | Electrical System | R | → | → | | | |
| 3.6 | Hydraulic system | R | → | → | | | |
| 3.7 | Flight controls and Trim-system | R | → | → | | | |
| 3.8 | Anti- and de-icing system | R | → | → | | | |
| 3.9 | Autopilot/Flight director | R | → | → | | | |
| 3:10 | Stability augmentation devices | R | → | → | | | |
| 3:11 | Weather radar, radio altimeter, transponder | R | → | → | | | |

| | | | | | | | |
|------|---|---|---|---|--|--|--|
| 3:12 | Area Navigation System | R | → | → | | | |
| 3:13 | Landing gear system | R | → | → | | | |
| 3:14 | Auxiliary power unit | R | → | → | | | |
| 3:15 | Radio, navigation equipment, instruments flight management system | R | → | → | | | |

| | | | | | | | |
|------------------|--|--|--|--|--|--|--|
| SECTION 4 | Abnormal and emergency procedures | | | | | | |
|------------------|--|--|--|--|--|--|--|

| | | | | | | | |
|----|-----------------------------------|--|--|--|--|----------|--|
| 4. | Abnormal and emergency procedures | | | | | M | A mandatory minimum of 3 items shall be selected |
|----|-----------------------------------|--|--|--|--|----------|--|

| | | | | | | | | |
|------------------|--|-----|-----|--|--|--|---------------------------------|-------------------|
| | | | | | | | | from this section |
| 4.1 | Fire drills (including evacuation if applicable) | R | → | | | | | |
| 4.2 | Smoke control and removal | R | → | | | | | |
| 4.3 | Engine failures, shut down and restart at a safe height | R | → | | | | | |
| 4.4 | Fuel dumping (simulated) | R | → | | | | | |
| 4.5 | Tail rotor control failure (if applicable) | R | → | | | | | |
| 4.5.1 | Tail rotor loss (if applicable) | R | → | Helicopter shall not be used for this exercise | | | | |
| 4.6 | Transmission malfunction | R | → | → | | | | |
| 4.7 | Other emergency procedures as outlined in the appropriate Flight Manual | R | → | → | | | | |
| SECTION 5 | Instrument Flight Procedures (to be performed in IMC or simulated IMC) | | | | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | R * | → * | → * | | | | |
| 5.1.1 | Simulated engine failure during departure | R * | → * | → * | | | M * | |
| 5.2 | Adherence to departure and arrival routes and ATC instructions | R * | → * | → * | | | M * | |
| 5.3 | Holding Procedures | R * | → * | → * | | | | |
| 5.4 | ILS-approaches down to CAT 1 decision height | R * | → * | → * | | | | |
| 5.4.1 | Manually, without flight director | R * | → * | → * | | | M * (Skill test only) | |

| | | | | | | | |
|---|---|-----|-----|-----|--|-----|--|
| | director) | | | | | | |
| 5.4.2 | Hand, the device management | R * | → * | → * | | | |
| 5.4.3 | with autopilot | R * | → * | → * | | | |
| 5.4.4 | Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure) | R * | → * | → * | | M * | |
| 5.5 | Non-precision approach down to the minimum descent altitude MDA/H | P * | → * | → * | | M * | |
| 5.6 | Go-around with all engines operating on reaching DA/DH or MDA/MDH | P * | → * | → * | | | |
| 5.6.1 | Other missed approach procedures | R * | → * | → * | | | |
| 5.6.2 | Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | R * | | | | M * | |
| 5.7 | IMC autorotation with power recovery | R * | → * | → * | | M * | |
| 5.8 | Recovery from unusual attitudes | R * | → * | → * | | M * | |
| PART 6 Use of Optional equipment | | | | | | | |

| | | | | | | | |
|----|---------------------------|---|---|---|--|--|--|
| 6. | Use of Optional equipment | R | → | → | | | |
|----|---------------------------|---|---|---|--|--|--|

Appendix 4 to JAR-FCL 2.240
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60m (200 ft) (CAT II/III)

(See AMC FCL 2.261(a))

A. Theoretical knowledge instruction (additional)

1.Special requirements for extension of a type rating for Instrument Approaches down to a decision height of less than 200 ft (60 m).

2. Equipment, procedures and limitations

B. Manoeuvres and Procedures (additional)

| Manoeuvres / Procedures | Skill Test/ Proficiency Check | | | |
|---|---|--------|-------------------|--|
| | Instructor's initials when training completed | | Checked in | Verification Examiner's initials when test/check passed |
| | FS | H | FS, H | |
| Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III). Following manoeuvres and procedures are to be trained for the purpose of type rating extension to instrument approach down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all equipment necessary for type certification of instrument approaches down to a decision height of less than 60 m (200 ft) shall be used. | | | | |
| 1 Aborted takeoff at minimum RVR. | R * | → * | M * | |
| 2 ILS approaches in simulated instrument conditions to prescribed amount of decisions, using the system for guidance. Standard procedures for coordinating the crew (the division of tasks, loudly shouting Warning, the procedures of communication in the cabin, common supervision, exchange of information) should be monitored | R * | → * | M * | |
| 3 Go-around | R * | → | M * | |

| | | | | |
|---|-----|-----|--|--|
| <p>After approaches as described in 2, after reaching decision height. Training must include a simulated interrupt access to the lack of visibility runway, hitting a side wind, the position deviation aircraft more than is allowed for the safe approach, and because Error unit before reaching decision height. Special attention should be paid to the missed approach procedures with manual or automatic maintenance of the calculated amount extension.</p> | | * | | |
| <p>4 Visual landing with visual reference established at the time decision height. Depending on the specifics of the system for guidance, must be performed automatic landing.</p> | R * | → * | | |

Appendix 1 to JAR-FCL 2.245(b)(3)

Cross-Crediting of Proficiency Checks for revalidation of type ratings

(See JAR-FCL 2.245(b)(3) and JAR-FCL 2.245(c))

This Appendix includes a list of single-engine piston helicopter types and licence endorsement for the purpose of revalidation of type ratings according to JAR-FCL 2.245 (b) (3).

| Manufacturer | Helicopter Type and Licence Endorsement |
|----------------------------|--|
| Agusta-Bell | |
| - Single-engine piston | Bell47 |
| Bell Helicopters | |
| - Single-engine piston | Bell47 |
| Brantley | |
| - Single-engine piston | BrantleyB2 |
| Breda Nardi | |
| - Single-engine piston | HU269 |
| Enstrom | |
| - Single-engine piston | ENF28 |
| Hiller | |
| - Single-engine piston | UH12 |
| Hughes / Schweitzer | |
| - Single-engine piston | HU269 |
| Westland | |
| - Single-engine piston | Bell47 |

(See Appendix 1 to JAR-FCL 2.255)

Contents of the approved pre-entry course for the purpose of a first type rating for a multiengine helicopter

(See JAR-FCL 2.255(a)) (See Appendix 2 to JAR-FCL 2.055, para. 24)

1. The approved pre-entry course shall comprise the following subjects of the ATP(H) theoretical knowledge course:

020 Aircraft General Knowledge:

- airframe/systems/power plant
- instrument/electronics

030 Flight Performance and Planning:

- Mass and Balance
- performance

2. At the end of the course the applicant shall receive a certificate of satisfactory completion.

Appendix 1 to JAR-FCL 2.261(a)

Theoretical knowledge instruction requirements for skill test/proficiency checking for type ratings (See JAR-FCL 2.261(a)) (See AMC FCL 2.261(a))

1. The theoretical knowledge instruction shall be conducted by an authorised instructor holding the appropriate type rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

2. The theoretical knowledge instruction shall cover the syllabus in AMC FCL 2.261(a), as appropriate to the helicopter type concerned. Depending on the equipment and systems installed, the instruction shall include but is not limited to the following contents:

(A) Helicopter structure, transmissions, rotor and equipment, normal and abnormal operation of systems:

- dimensions;
- Engine including aux. power unit, rotors and transmissions
- fuel system;
- air conditioning;
- Ice protection, windshield wipers and rain repellent;
- Hydraulic system;
- Landing gear;
- Flight controls, stability augmentation and autopilot systems;
- Electrical power supply;
- Flight instruments, communication, radar and navigation equipment;
- Cockpit, cabin and cargo compartment;

-Emergency equipment;

(B) Limitations:

- General limitations, according to the helicopter flight manual;
- Minimum equipment list;

(C) Performance, flight planning and monitoring:

- performance;
- flight planning;

(D) Load and balance and servicing:

- Mass and Balance
- Servicing on ground;

(E) Emergency procedures, (f) Special requirements for helicopters with electronic flight instrument systems (EFIS), (d) Optional equipment;

3. For the initial issue of helicopters type ratings the written or computer based examination shall comprise at least fifty multiple-choice questions distributed appropriately across the main subjects of the syllabus. The pass mark shall be 75% in each of the main subjects of the syllabus.

4. For proficiency checks multi-pilot and single-pilot multi-engine helicopters theoretical knowledge shall be verified by a multi-choice questionnaire or other suitable methods.

Appendix 1 to JAR-FCL 2.261(b) Flight Instruction and Skill Test
(See JAR-FCL 2.220) (See also JAR-FCL 2.262) (See AMC -FCL 2.261(c))

FLIGHT INSTRUCTION

1. a) The amount of flight instruction will depend on:

(i) complexity of the helicopter type, handling characteristics, level of technology

(ii) category of helicopter (single-engine piston or turbine helicopter, multi-engine turbine and multi pilot helicopter); (iii) previous experience of the applicant; (iv) the availability of FSTDs.

b) Flight Synthetic Training Devices (FSTDs)

The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill

test. Prior to undertaking the skill test, a student shall demonstrate competency in the skill test items during the practical training.

2. Initial issue The approved flight instruction (excluding skill test) shall comprise a total of at least:

| Types of helicopters | In Helicopter | In Helicopter and FSTD associated training Credits |
|---|----------------------|---|
| SEP (H) | 5 hours | Using FS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total |
| SET (H) under 3175 kg MTOM | 5 hours | Using FS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total |
| SET(H) at or over 3175 kg MTOM | 8 hours | Using FS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total |
| Multi-engine turbojet SPH MET (H) JAR/FAR 27 and 29 | 8 hours | Using FS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total |
| Helicopter pilots in more MPH | 10 hours | Using FS C/D: At least 2 hrs helicopter, and at least 12 hrs total Using FTD 2/3: At least 4 hrs helicopter, and at least 12 hrs total |

Holders of an IR(H) wishing to extend the IR(H) to the further types shall have additionally two hours flight training on type by sole reference to instruments according to IFR which may be conducted in a FS C/D level or FTD level 2/3. Holders of SE IR(H) wishing to extend the IR privileges to a ME IR(H) for the first time shall comply with JAR-FCL 2.240(a)(4).

3. Additional types

The approved flight instruction (excluding skill test) shall comprise a total of at least:

| Helicopter types | in helicopter | In Helicopter and FSTD associated training Credits |
|--|----------------------|---|
| SEP(H) to SEP(H) within Appendix 1 to | 2. hours | Using FS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least |

| | | |
|--|----------|--|
| JAR-FCL 2.245(b)(3) | | 4 hrs total |
| SEP(H) to SEP(H) not included in Appendix 1 to JAR-FCL 2.245(b)(3) | 5 hours | Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hr helicopter and at least 7 hrs total |
| SET(H) to SET(H) | 2. hours | Using FS C/D: At least 1 hr helicopter and at least 43 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 5 4hrs total |
| Single Engine difference training | 1 hour | Not applicable |
| MET(H) to MET(H) | 3 hours | Using FS C/D: At least 1 hr helicopter and at least 6 4 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 5 hrs total |
| Multi Engine difference training | 1 hour | Not applicable |
| MPH to MPH | 5 hours | Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total |

Holders of an IR(H) wishing to extend the IR(H) to further types shall have additionally two hours flight training on type by sole reference to instruments according to IFR which may be conducted in a FS C/D level or FTD level 2/3. Holders of SE IR(H) wishing to extend the IR privileges to a ME IR(H) for the first time shall comply with JAR-FCL 2.240(a)(4).

SKILL TEST

On completion of the related flying training, the applicant shall take the type rating skill test including, if relevant, the instrument section, in accordance with the Appendix 1 and 2 to JAR-FCL 2.240 & 2.295, or Appendix 1 to JAR-FCL 2.240 & 2.295 and Appendix 3 to JAR-FCL 2.240 as appropriate.

Appendix 1 to JAR-FCL 2.261(d)

Multi-crew co-operation course (Helicopter) (See JAR-FCL 2.261(d)) (See AMC FCL 2.261(d))

1. The aim of the course is to enable pilots to become proficient in multi-crew co-operation (MCC) in order to operate safely multi-pilot helicopters under IFR and VFR (if applicable):

- a. The pilot-in-command fulfils his managing and decision-making functions irrespective whether he is PF or PNF;
- b. The tasks of PF and PNF are clearly specified and distributed in such a manner that the PF can direct his full attention to the handling and control of the aircraft;
- c. Co-operation is effected in an orderly manner appropriate to the normal, abnormal or emergency situations encountered.

d. Mutual supervision, information and support is ensured at all

times. INSTRUCTORS

2. Instructors for MCC training should be thoroughly familiar with human factors and multi-crew co-operation (MCC). They should be current with the latest developments in human factors training and multi-crew co-operation (MCC).

THEORETICAL KNOWLEDGE

3. The theoretical knowledge syllabus is set out in AMC FCL 2.261(d).

FLYING TRAINING

4. The flying training syllabus is set out in AMC

FCL 2.261(d). CERTIFICATE OF COMPLETION

5. On completion of the course, the applicant may be issued with a certificate of satisfactory completion of the course. CROSS-CREDITING

6. A holder of a certificate of completion of MCC training on aeroplanes or experience of more than 500 hours as pilot on multi-pilot aeroplanes shall be exempted from the requirement to complete the theoretical knowledge syllabus as set out in AMC FCL 2.261(d).

SUBPART G – AIRLINE TRANSPORT PILOT LICENCE (Helicopter) – ATPL(H)

JAR-FCL 2.265 Minimum age A student pilot shall be at least 21 years of age before the first solo flight.

JAR-FCL 2.270 Medical fitness

An applicant for an ATPL (H) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the ATPL(H), a valid Class 1 medical certificate shall be held.

JAR-FCL 2.275 Privileges and conditions , but not for remuneration, as pilot-in-command or co-pilot of any helicopter engaged in non-revenue flights.

(a) Privileges.

Subject to any other conditions specified in JARs, the privileges of the ATPL(H) holder are to:

- (1) exercise all the privileges of the holder of a PPL(H) and CPL(H); and
- (2) act as pilot-in-command or co-pilot in helicopters engaged in air transportation.

(b) Conditions. An applicant for an ATPL(H) who has complied with the conditions specified in JAR-FCL [2.010(a)(4),] 2.265, 2.270[],] 2.280 [], 2.285, 2.290 and] 2.295 shall have fulfilled the requirements for the issue of an ATPL(H) containing a type rating for the helicopter type used on the skill test.

JAR-FCL 2.280 Experience and crediting

(a) An applicant for an ATPL(H) shall have completed as a pilot of helicopters at least 1 000 hours of flight time (see also JAR-FCL 2.050(a)(3)) of which a maximum of 100 hours may have been completed in a STD, of which not more than 25 hours in a FNPT, including at least:

(1) 350 hours in multi-pilot helicopter.

(2) (i) 250 hours either as pilot-incommand or at least 100 hours as pilot-incommand and 150 hours as co-pilot performing, under the supervision of the pilotin-command the duties and functions of a pilot-in-command provided that the method of supervision is acceptable to the Authority;

or

(ii) 250 hours as co-pilot on helicopters operated in accordance with JAR-FCL 2.280(a)(1) performing, under the supervision of the pilot-in-command the duties and functions of a pilot-in-command provided that the method of supervision is acceptable to the Authority, and the ATPL privileges shall be limited to multi-pilot operations only;

(3) 200 hours of cross-country flight time of which at least 100 hours shall be as pilot-in-command or as co-pilot performing under the supervision of the pilot-in-command the duties and functions of a pilot-incommand, provided that the method of supervision is acceptable to the Authority;

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

(5) 100 hours of night flight as pilotin- command or as co-pilot.

(b) Holders of a pilot licence or equivalent document for other categories of aircraft will be credited with flight time in such other categories of aircraft as set out in JAR-FCL 2.155(a) except flight time in aeroplanes which will be credited up to 50% of all the flight time requirements of sub-paragraph (a).

(c) The experience required shall be completed before the skill test given in JAR–FCL 2.295 is taken.

JAR–FCL 2.285 Theoretical knowledge (See Appendix 1 to JAR–FCL 2.285) (See Appendix 1 to JAR–FCL 2.005)

(a) Course.

An applicant for an ATPL(H) shall have received theoretical knowledge instruction at an approved flying training organisation (FTO) An applicant who has not received the theoretical knowledge instruction during an integrated course of training shall take the course set out in Appendix 1 to JAR–FCL 2.285.

(B) Page

An applicant for an ATPL(H) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and in accordance with the requirements in JAR–FCL Subpart J.

JAR–FCL 2.290 Flight instruction (See AMC FCL 2.261(d)) (See Appendix 1 to JARFCL 2.261(d))

An applicant for an ATPL(H) shall be the holder of a CPL(H), a multi-pilot helicopter type rating and have received instruction in multicrew co-operation VFR as required by JAR-FCL 2.261(d) (see Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d)).

JAR–FCL 2.295 Skill

(a) An applicant for an ATPL(H) shall have demonstrated the ability to perform as pilot-incommand of a multi-pilot helicopter, the procedures and manoeuvres described in JAR–FCL Appendix 1 and 2 to JAR–FCL 2.240 and 2.295 with a degree of competency appropriate to the privileges granted to the holder of an ATPL(H).

(b) The ATPL(H) skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the helicopter used in the test and may be combined with the skill test for the issue of a multi-pilot type rating.

Appendix 1 to JAR–FCL 2.285 ATPL(H) – Modular theoretical knowledge course (See JAR–FCL 2.285) (See Appendix 1 to JAR-FCL 2.470)

1. The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL(H).

2. An applicant wishing to undertake an ATPL(H) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete 450 hours (1 hour = 60 minutes instruction) of instruction for ATPL(H) theory within a period of 18 months. An applicant shall be the holder of a PPL(H) issued in accordance with ICAO Annex 1. Holders of an CPL(H) may have the theoretical instruction hours reduced by 200 hours.

3. The FTO shall ensure that before being admitted to the course the applicant has a sufficient level of knowledge of Mathematics and Physics to facilitate an understanding of the content of the course.

4. The instruction shall cover all items in the relevant syllabi set out in the AMC FCL 2.470(a). An approved course should include formal classroom work and may include the use of such facilities as inter-active video, slide/tape presentation, learning carrels and computer based training and other media as approved by the Authority. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.

1
1
3

SUBPART H – INSTRUCTOR RATINGS (Helicopter)

JAR–FCL 2.300 Instructor Ratings & Authorisation - Purposes

Five instructor categories are recognised:

- (a) Flight Instructor Rating – helicopter (FI(H))
- (b) Type Rating Instructor Rating – helicopter (TRI(H))
- (c) Instrument Rating Instructor Rating – helicopter (IRI(H));
- (d) Synthetic Flight Instructor Authorisation – helicopter (SFI(H)) (e) Synthetic Training Instructor Authorisation – helicopter (STI(H))

Multiple roles

Provided that they meet the qualification and experience requirements set out in this Subpart for each category undertaken, instructors are not confined to a single category.

JAR–FCL 2.305 Instructor – General (See Appendix 1 to JAR-FCL 2.305)

(a) A person shall not carry out the flight instruction required for the issue, revalidation or renewal of any pilot licence or rating unless that person has:

- (1) a pilot licence containing an instructor rating; or
- (2) a specific authorisation granted by a JAA Member State in cases where: (i) new helicopters are introduced; or
- (ii) vintage helicopters or helicopters of special manufacture are registered, for which no person has an instructor rating; or
- (iii) training is conducted outside JAA Member State by instructors not holding a JAR-FCL licence (see Appendix 1 to JAR-FCL 2.305).

(b) A person shall not carry out synthetic instruction unless holding a FI(H), TRI(H) rating or SFI(H), STI(H) authorisations.

JAR–FCL 2.310 Instructor Ratings and Authorisations – General (See Appendix 1 & 2 to JARFCL 2.320E) (See Appendix 1 to JAR-FCL 2.470)

(A) Prerequisites

All instructors shall:

- (1) be at least 18 years of age;
- (2) have met the theoretical knowledge requirements for a CPL(H) as set out in Appendix 1 to JAR-FCL 2.470;
- (3) have received at least 10 hours of helicopter instrument flight instruction in an FTO or TRTO, of which not more than five hours may be instrument ground time in a FSTD;
- (4) have completed at least 20 hours of cross-country flight in helicopters as pilot-incommand;
- (5) except for the SFI and STI authorisation, hold at least the licence and current type and/or instrument rating for which instruction is being given;
- (6) except for the SFI and STI authorisation, have at least 15 hours experience as pilot on the type of helicopter on which instruction is to be given, of which not more than 7 hours may be in a FSTD;
- (7) except for the SFI and STI authorisation, be entitled to act as pilot-incommand of the helicopter during such training; and meet the specific pre-requisites for each instructor category.

The 15 hours relevant experience requirement in paragraph (6) above shall be considered to have been met if a skill test in accordance with Appendix 1 and 2 to JAR-FCL 2.320E has been passed on that type.

- (b) Credit towards further ratings and for the purpose of revalidation.

114

Applicants for further instructor ratings may be credited with the teaching and learning skills already demonstrated for the instructor rating held. Hours flown as Authorised Examiner during Skill Tests/Proficiency Checks may be credited towards revalidation requirements for instructor ratings held.

(C) Experience

The privileges of the instructor rating shall not be exercised, unless in the preceding 12 months the instructor has completed at least 15 hours of flight/type rating/FSTD or instrument rating instruction. Hours flown in a pilot seat, as Authorised Examiner, during Skill Tests/Proficiency Checks may be credited towards this requirement for instructor ratings held. If the experience requirements has lapsed, and provided the instructor rating is valid, a skill test in accordance with Appendix 1 and 2 to JAR-FCL 2.320E shall be passed.

JAR-FCL 2.315 Instructor Ratings and Authorisations - Period of validity (See JAR-FCL 2.305(a)(2))

(a) All instructor ratings and authorisations are valid for a period of 3 years in addition to the remainder of the month of issue. If issued within the final 12 calendar months of validity of a previous instructor check, the period of validity shall extend from the date of issue until 3 years from the expiry date of that previous instructor check.

An instructor who revalidates his instructor rating at the same time as his examiner authorisation may have the instructor rating validity period aligned with the examiner authorisation.

(b) The validity period for a specific authorisation (see JAR-FCL 2.305(a)(2)) shall not exceed 3 years.

(c) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an instructor rating shall not exercise the privileges of that rating until a new proficiency check has successfully been completed.

JAR-FCL 2.320A FI(H) – Pre Requisite Requirements

(See JAR-FCL 2.310) (See JAR-FCL 2.320C(g))

(See Appendix 3 to JAR-FCL 2.240) (See Appendix 1 to JAR-FCL 2.470)

Before being permitted to begin an approved course of training for a FI(H) rating an applicant shall:

- (a) Have completed at least 250 hours of helicopter flight time of which:
 - (1) at least 100 hours shall be as pilot-in-command if holding an ATPL(H) or a CPL(H), or
 - (2) at least 200 hours as pilot-in-command of helicopters, if holding a PPL(H).

(b) Meet the pre-requisites in JAR-FCL 2.310 above; and

(c) Have passed a specific pre-entry flight test with an FI(H) qualified in accordance with JAR-FCL 2.320C(g) based on the proficiency check as set out in Appendix 3 to JAR-FCL 2.240 within the 6 months preceding the start of the course. The flight test will assess the ability of the applicant to undertake the course.

115

JAR-FCL 2.320B FI(H) – Restricted Privileges

(a) Restricted period.

Until the holder of a FI(H) rating has conducted at least 100 hours flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises, the privileges of the rating are restricted. The restriction will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI(H).

(b) Restrictions. The privileges [] [are] restricted to carrying out under the supervision of a FI(H) approved for this purpose:

- (1) flight instruction for the issue of the PPL(H) – or those parts of integrated courses at PPL(H) level – and type ratings for single pilot, single-engine helicopters, excluding approval of first solo flights by day or by night and first solo navigation flight by day or night;

(2) night flying instruction, provided a helicopter night qualification is held, the ability to instruct at night has been demonstrated to a FI(H) authorised to conduct FI(H) training in accordance with JAR-FCL 2.330C(d) and the night currency requirement of JAR-FCL 2.026 is satisfied.

JAR-FCL 2.320C FI(H) – Privileges & Requirements

(See JAR-FCL 2.026) (See JAR-FCL 2.310(a)(5)) (See JAR-FCL 2.320B) (See JAR-FCL 2.330B(b)) (See JAR-FCL 2.330C) (See JAR-FCL 2.330E(b)) (See Appendix 1 to JAR-FCL 2.320C & 2.320E) (See Appendix 1 to JAR-FCL 2.320E)

The privileges of the holder of FI(H) rating (for restrictions see JAR-FCL 2.320B) are to conduct flight instruction for the issue, revalidation or renewal of:

(a) APPL(H).

(b) A CPL(H), provided that the FI(H) has completed at least 500 hours of flight time as a pilot of helicopters including at least 200 hours of flight instruction and holds at least a CPL(H);

(c) Type Ratings for single-pilot single engine helicopters; (d) A helicopter night qualification, provided a helicopter night qualification is held and the ability to instruct at night has been demonstrated to a (FI(H) authorised to conduct night FI(H) training and the night currency requirement of JAR-FCL 2.026 is satisfied;

(e) An instrument rating (see also JAR-FCL 2.310(a)(5), provided that the FI(H) has:

(1) at least 200 hours of instrument flight time in helicopter of which up to 50 hours may be instrument ground time in a flight simulator, FTD or FNPT II; and

(2) completed as a student an approved course of theoretical knowledge instruction and at least 5 hours of flight instruction in a helicopter or FSTD (see Appendix 1 to JAR-FCL 2.340B and AMC FCL 2.340B) and has passed the appropriate skill test in a helicopter as set out in Appendix 1 to JAR-FCL 2.320E;

(f) A single-pilot multi-engine type rating, provided that the FI(H) meets the TRI requirements of JAR-FCL 2.330B(b) & (d), and JAR-FCL 2.330E(b);

(g) A FI(H) Rating and/or IRI(H) Rating, provided that the FI(H) has:

(1) given at least 500 hours of flight instruction in helicopters,

(2) demonstrated to a FIE(H) the ability to instruct a FI(H) or IRI(H) as appropriate during a skill test conducted in accordance with Appendix 1 to JAR-FCL 2.320E; and

(3) been authorised by the Authority for this purpose.

JAR-FCL 2.320D FI(H) – Course (See Appendix 1 to JAR-FCL 2.320D) (See AMC FCL 2.320D)

(a) An applicant for the FI(H) rating shall have completed an approved course of theoretical knowledge instruction and flight training at an approved FTO (see Appendix 1 to JAR-FCL 2.320D and AMC FCL 2.320D).

(b) The course is intended to train the applicant to give instruction on single-engine single-pilot helicopters up to PPL(H) standard. The flight instruction shall comprise at least 30 hours of flight training, of which 25 hours shall be dual flight instruction. The remaining five hours may be mutual flying (i.e. two applicants flying together to practice flight demonstrations). Of the 25 hours, five

hours may be conducted in an FSTD approved for this purpose by the Authority. The skill test is additional to the course training time.

JAR-FCL 2.320E FI(H) – Skill Test
(See Appendix 1 and 2 to JAR-FCL 2.320E)

An applicant for a FI(H) rating shall demonstrate to an FIE(H) notified by the Authority for this purpose the ability to instruct a student pilot to the level required for the issue of a PPL(H), including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendices 1 and 2 to JAR-FCL 2.320E.

JAR-FCL 2.320F FI(H) – Rating Issue
(See JAR-FCL 2.310) (See JAR-FCL 2.320A thro'2.320E) (See JAR-FCL 2.320G) (See JAR-FCL 2.330B(b) & (d)) (See Appendix 1 to JAR-FCL 2.305)
(a) An applicant for FI(H) rating:

- (1) who has complied with the conditions specified in JAR-FCL 2.310, 2.320A through 2.320E; or
- (2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.320G and holds a JAR-FCL licence,

(B) Prior to the enlargement of the right to other types of helicopters, the holder of the certificate must:

- (1) to meet the requirements of JAR-FCL 2310;
- (2) to meet the requirements of JAR-FCL 2330 (b) and (d), if the supplemental type Multi-engine helicopter with a crew member.

JAR-FCL 2.320G FI(H) – Revalidation & Renewal
(See Appendices 1 and 2 to JAR-FCL 2.320E) (See AMC FCL 2.320G(a)(2)) (See IEM FCL 2.320G)

(a) For revalidation of a FI(H) rating the holder shall fulfil two of the following three requirements:

- (1) give at least 50 hours of flight instruction in helicopters as FI(H), TRI(H), IRI(H), or Examiner during the period of validity of the rating, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FI rating;
- (2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the FI rating;
- (3) pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JARFCL 2.320E within the 12 months preceding the expiry date of the FI rating.

(b) For the first revalidation, and for at least each alternating revalidation, the FI(H) shall pass the proficiency check as set out in Appendices 1 and 2 to JAR-FCL 2.320E as one of the two requirements to be fulfilled to comply with JARFCL 2.320G(a).

(c) If the rating has lapsed, the applicant shall meet the requirements as set out in (a)(2) and (a)(3) above within the last 12 months before renewal.

JAR-FCL 2.330A TRI(H) – Privileges

(See JAR-FCL 2.261(d)) (See Appendix 1 to JARFCL 2.261(d)) (See AMC FCL 2.261(d))

The privileges of the holder of a TRI(H) rating are to instruct licence holders for the issue, revalidation or renewal of a type rating, including where applicable, the extension of the IR(H) privileges, and as TRI(MPH) the instruction required for multi-crew co-operation as applicable (see JAR-FCL 2.261(d), Appendix 1 to JAR-FCL 2/261(d) and AMC FCL 2.261(d)).

JAR-FCL 2.330B TRI(H) – Pre-requisites & Requirements (See JAR-FCL 2.310)

Before being permitted to begin an approved course of training for a TRI(H) rating an applicant shall:

- (a) For a TRI(H) rating for single-pilot multiengine helicopters, have completed at least 250 hours as a pilot of helicopters;
- (b) For a TRI(H) rating for single-pilot multi-engine helicopters, have completed at least 500 hours as pilot of helicopters to include 100 hours as pilot-in-command of single-pilot multi-engine helicopters;
- (c) For a TRI(H) rating for multi-pilot helicopters, have completed at least 1000 hours flight time as a pilot of helicopters, to include at least 350 hours as a pilot of multi-pilot helicopters;
- (d) Meet the pre-requisites in JAR-FCL 2.310 above.

JAR-FCL 2.330C TRI(H) – Course (See Appendix 1 to JARFCL 2.330C)

An applicant for the TRI(H) rating shall have completed an approved course of theoretical knowledge instruction and helicopter or synthetic flight training at an approved FTO or TRTO (see Appendix 1 to JAR-FCL 2.330C).

JAR-FCL 2.330D TRI(H) – Assessment of Competence (See Appendix 1 to JARFCL 2.320E)

An applicant for an initial TRI(H) rating shall demonstrate to a TRI(H) notified by the Authority for this purpose his ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 1 and 2 to JAR-FCL 2.320E.

JAR-FCL 2.330E TRI(H) – Rating issue (See JAR-FCL 2.250) (See JAR-FCL 2.305) (See JAR-FCL 2.310) (See JAR-FCL 2.330A thro'2/330D) (See JAR-FCL 2.330F) (See Appendix 1 to JARFCL 2.305) (See Appendix 1 & 2 to JAR-FCL 2.320E)

(a) An applicant for an initial TRI(H) rating;

- (1) who has complied with the conditions specified in JAR-FCL 2.305, 2.310 and 2.330A through 2.330D; or
- (2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.330F and holds a JAR-FCL licence.

Shall have fulfilled the requirements for the issue of a TRI(H) rating. Holders of a current FI(H) rating Holders of a current FI(H) rating have fulfilled the requirements for the relevant TRI(H) single pilot helicopter.

(b) Before the privileges are extended to further types of helicopter, the holder shall have conducted sufficient TRI flight training on the applicable type of helicopter or FSTD in order to demonstrate to a TRI(H) notified by the Authority for this purpose his ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 1 and 2 to JAR-FCL 2.320E (sections taken as applicable).

(c) Before the privileges are extended from a single pilot to multi pilot helicopters privileges on the same type, the holder shall meet the requirements of JAR-FCL 2.250 and have at least 100 hours in multi-pilot helicopters on this type. An applicant for the first multi-pilot multi-engine TRI(H) rating shall meet the experience requirements of JAR-FCL 2.330B(c) except that the 350 hours multi-pilot helicopter may be considered to have been met if they have the 100 hours multi-pilot helicopter on the same type.

JAR-FCL 2.330F TRI(H) – Revalidation & Renewal
(See JAR-FCL 2.330D) (See AMC FCL 2.320G(a)(2))

(a) For revalidation of a TRI(H) rating the holder shall have a current FI(H) rating on the type required, or fulfil two of the following three requirements:

(1) complete at least 50 hours of flight instruction in helicopters or FSTDs as FI, TRI, SFI, STI or IRI or as Examiner during the period of validity of the rating, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the rating;

(3) pass, as a proficiency check, the relevant sections of the assessment set out in JAR-FCL 2.330D with a TRI(H) notified by the Authority for this purpose.

(b) For the first revalidation, and for at least each alternating revalidation, the TRI(H) shall pass the assessment set out in JAR-FCL 2.330D

(c) An assessment in accordance with JARFCL 2.330D on a type will revalidate the TRI rating on other types for which a TRI rating is held. If the TRI(H) rating is revalidated on the basis of a current FI(H) rating, the validity period of the TRI(H) rating will be to the expiry date of the FI(H) rating.

(d) If the rating has lapsed, the applicant shall meet the requirements as set out in (a)(2) and (a)(3) above, or hold a current FI(H) rating on the type, within the last 12 months before renewal. If the TRI(H) rating is renewed on the basis of a current FI(H) rating, the validity period of the TRI(H) rating will be to the expiry date of the FI(H) rating.

JAR-FCL 2.340A IRI(H) – Privileges The privileges of the holder of an IR(H) rating are limited to instructing licence holders for the issue, revalidation and renewal of an IR(H).

JAR-FCL 2.340B IRI(H) – Pre-requisites and Requirements (See JAR-FCL 2.310)

Before being permitted to begin an approved course of training for an IRI(H) rating an applicant shall;(a) Hold a valid IR(H) on the relevant type; (b) Hold a valid TRI(H) on the relevant type; (c) Have completed at least 500 hours flight time under IFR of which at least 250 hours shall be instrument flight time in helicopters; (d) Meet the pre-requisites in JAR-FCL 2.310 above.

JAR-FCL 2.340C IRI(H) – Course (See Appendix 1 to JARFCL 2.340C) (See AMC FCL 2.340C)

An applicant for the initial issue of an IRI(H) shall have successfully completed an approved IRI(H) course at an approved FTO (see Appendix 1 to JAR-FCL 2.340C and AMC FCL 2.340C) comprising theoretical knowledge instruction and at least 10 hours of flight instruction in a helicopter or FSTD.

JAR-FCL 2.340D IRI(H) – Skill Test (See Appendix 1 & 2 to JARFCL 2.330E) The applicant shall pass a skill test as set out in Appendix 1 & 2 to JAR-FCL 2.320E (sections taken as applicable) with an FIE(H) authorised for this purpose by the Authority.

JAR-FCL 2.340E IRI(H) – Rating issue (See JAR-FCL 2.340A thro'2.340D) (See JAR-FCL 2.340F) (See Appendix 1 to JARFCL 2.305)

An applicant for an IRI(H) rating:

- (a) Who has complied with the conditions specified in JAR-FCL 2.340A through 2.340D; or
- b) Who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.340F and holds a JAR-FCL licence, shall have fulfilled the requirements for the issue of a IRI(H) rating.

JAR-FCL 2.340F IRI(H) – Revalidation & Renewal (See Appendix 1 & 2 to JARFCL 2.320E) (See AMC FCL 2.320(a)(2))

(a) For revalidation of a IRI(H) rating the holder shall fulfil two of the following three requirements:

(1) complete at least 50 hours of instrument flight instruction in helicopters or FSTDs as FI, TRI, SFI, STI or IRI or as Examiner during the period of validity of the rating, including at least 15 hours of instrument flight instruction within the 12 months preceding the expiry date of the IRI(H) rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the IRI(H) rating;

(3) pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JARFCL 2.320E within the 12 months preceding the expiry date of the IRI rating.

b) For the first revalidation, and for at least each alternating revalidation, the IRI(H) shall pass the proficiency check as set out in Appendices 1 and 2 to JAR-FCL 2.320E as one of the two requirements to be fulfilled to comply with JARFCL 2.340F(a);

(c) []If the rating has lapsed, the holder shall meet the requirements of (a)(2) & (a)(3) above, within 12 months before renewal;

(d) An IRI(H) proficiency check in accordance with Appendices 1 & 2 to JAR-FCL 2.320E on a type will revalidate the IRI(H) rating on other types which an IRI(H) rating is held.

JAR-FCL 2.350A SFI(H) – Privileges (See JAR-FCL 2.261(d)) The privileges of the holder of a SFI(H) authorisation are to carry out synthetic flight instruction for type ratings, and the instruction required for multi-crew co-operation (see JARFCL 2.261(d)).

JAR-FCL 2.350B SFI(H) – Prerequisites & Requirements (See JAR-FCL 2.310) (See Appendix 1 to JARFCL 2.240 & 2.295) (See Appendix 1 to JARFCL 2.330C)

An applicant for a SFI(H) authorisation shall:

(a) Hold or have held a professional pilot licence issued by a JAA Member State or a non JAR-FCL professional licence acceptable to the Authority;

(b) Have at least 1000 hours flying experience as pilot of helicopters, to include at least 350 hours as a pilot of multi-pilot helicopters;

(c) Have completed an approved TRI(H) course (see Appendix 1 to JAR-FCL 2.330C);

(d) Have completed within a period of 12 months preceding the application, a proficiency check as set out in Appendix 1 to JAR-FCL 2.240 & 2.295 on a flight simulator of the applicable type;

(e) Have completed within a period of 12 months preceding the application, at least 1 hour flight time as an observer on the flight deck of the applicable type or similar type as agreed by the Authority; and

(f) Meet the pre-requisites in JAR-FCL []2.350F(a)].

JAR-FCL 2.350C SFI(H) – Course (See Appendix 1 to JAR-FCL 2.330C)

121

For the issue of SFI (H) an applicant shall:

Have completed the flight simulator content of the applicable Type Rating course at an approved FTO or TRTO in accordance with Appendix 1 to JAR-FCL 2.330C; and

Have conducted on a complete Type Rating course at least one flight simulator session of at least 3 hours related to the duties of an SFI(H) on the applicable type of helicopter under the supervision and to the satisfaction of a TRI(H) notified by the Authority for this purpose.

JAR-FCL 2.350D SFI(H) – Assessment of Competence
(See Appendix 1 to JAR-FCL 2.255)

An applicant for an initial SFI(H) authorisation shall demonstrate to a TRI(H), notified by the Authority for this purpose, the ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 1 and 2 of JAR-FCL 2.320C and 2.320E (sections taken as applicable).

JAR-FCL 2.350E SFI(H) – Authorisation Issue
(See JAR-FCL 2.340F)
(See JAR-FCL 2.350B
thro'2/350E) (See Appendix
1 to JARFCL 2.240 & 2.295)
(See Appendix 1 to JARFCL
2.305) (See Appendix 1 to
JARFCL 2.330C)

(a) An applicant for an initial SFI(H) authorisation:

(1) who has complied with the conditions specified in JAR-FCL 2.350B to 2.350E; or

(2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.340F and holds a JAR-FCL licence,

shall have fulfilled the requirements for the issue of a SFI(H) authorisation.

(b) If the privileges are to be extended to further types of helicopter the holder shall:

(1) have completed an approved TRI(H) course (see Appendix 1 to JAR-FCL 2.330C);

(2) have completed within a period of 12 months preceding the application, at least 1 hour flight time as an observer on the flight deck of the applicable type or simulator type as agreed by the Authority;

(3) have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 to JAR-FCL 2.240 & 2.295 on a flight simulator of the applicable type;

(4) conducted on a complete type rating course at least one flight simulator session of at least 3 hours related to the duties of a SFI(H) on the applicable type of helicopter under the supervision and to the satisfaction of a TRI(H) notified by the Authority for this purpose.

JAR-FCL 2.350F SFI(H) – Revalidation & Renewal
(See JAR-FCL 2.350D) (See Appendix 1 & 2 to JARFCL 2.320E) (See AMC FCL 2.320(a)(2))

(a) For revalidation of an SFI(H) authorisation the holder shall fulfil two of the following three requirements:

(1) complete at least 50 hours of flight instruction in FSTDs as SFI, STI or as SFE(H) during the period of validity of the rating, including at least 15 hours of flight instruction within the 12 months preceding the expiry date of the SFI rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the SFI rating;

(3) pass, as a proficiency check, the skill test set out in Appendix 1 and 2 to JARFCL 2.320E (sections taken as applicable) within the 12 months preceding the expiry date of the SFI rating.

(b) For the first revalidation, and for at least each alternating revalidation, the SFI(H) shall pass the assessment as set out in JAR-FCL 2.350D as one of the two requirements to be fulfilled to comply with JAR-FCL 2.350F(a);

(c) If the rating has lapsed, the holder shall meet the requirements of (a)(2) & (a)(3) above, within the 12 months before renewal.

JAR-FCL 2.360A STI(H) – Privileges (See JAR-FCL 2.350F(a)(3))

The privileges of the holder of an STI(H) authorisation are to carry out synthetic flight instruction on single-pilot helicopters for:

(a) The initial issue of a licence or night qualification, provided he holds or has held an FI(H) rating;

(b) The initial issue, revalidation or renewal of an instrument rating, provided he holds or has held an IRI(H) rating;

(c) The initial issue, revalidation or renewal of a type rating, provided he holds or has held a TRI(H) rating or meets the requirements of JARFCL 2.350F(a)(3).

JAR-FCL 2.360B STI(H) – Requirements (See JAR-FCL 2.310) (See Appendix 3 to JAR-FCL 2.240)

An applicant for a STI(H)

authorisation shall:

(a) Hold or have held within the previous 3 year a professional pilots licence containing an instructional qualification or specific authorisation appropriate to the courses on which instruction is intended or a non-JAA licence acceptable to the Authority;

(b) Have received in an FSTD at least 3 hours of flight instruction related to the privileges of an STI(H);

(c) Have completed within a period of 12 months preceding the application a proficiency check in accordance with Appendix 3 to JAR-FCL 2.240 in an FSTD of the type of helicopter appropriate to the instruction intended;

(d) Have completed within a period of 12 months, preceding the application, at least 1 hour flight time as an observer on the flight deck of the applicable type, or similar type as agreed by the Authority, and

(e) Meet the pre-requisites in JAR-FCL 2.310.

JAR-FCL 2.360C STI(H) – Course (See Appendix 1 to JAR-FCL 2.330C)

An applicant for a STI(H) authorisation shall:

- (a) Have completed the flight simulator content of the applicable course at an approved FTO or TRTO in accordance with Appendix 1 to JAR-FCL 2.330C; and
- (b) Have conducted on a complete course at least one flight simulator session of at least 3 hours related to the privileges of an STI(H) on the applicable type of helicopter.

JAR-FCL 2.360D STI(H)) – Assessment of competence (See JAR-FCL 2.360A)

An applicant for an initial STI(H) authorisation shall demonstrate to an FIE(H) the ability to instruct in accordance with the privileges in JAR-FCL 2.360A.

JAR-FCL 2.360E STI(H)) – Authorisation Issue
(See JAR-FCL 2.360A thro'2.360D) (See JAR-FCL 2.360F) (See Appendix 1 to JAR-FCL 2.240 & 2.295) (See Appendix 1 to JAR-FCL 2.305) (See Appendix 1 to JAR-FCL 2.330C)

(a) An applicant for an initial STI(H) authority;

(1) who has complied with the conditions specified in JAR-FCL 2.360A to 2.360D);
or

(2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.360F and holds a JAR-FCL licence;

shall have fulfilled the requirements for the issue of a STI(H) authorisation.

(b) If the privileges are to be extended to further types of helicopter FSTDs, the holder shall: An applicant for an initial STI(H) authority:

(1) have completed an approved STI(H) course on the applicable type (see Appendix 1 to JAR-FCL 2.330C);

(2) have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 to JAR-FCL 2.240 & 2.295 on a flight simulator of the applicable type;

(3) have conducted on a complete type rating course at least one FSTD session of at least 3 hours related to the duties of a STI(H) on the applicable type of helicopter under the supervision, and to the satisfaction, of an FIE(H).

JAR-FCL 2.360F STI(H)) – Revalidation and Renewal
(See Appendix 1 to JAR-FCL 2.240)

For revalidation of a STI(H) authorisation within the last 12 months of the validity period of the authorisation, the applicant shall have:

(a) Conducted at least 3 hours of instruction in a FSTD as part of a complete CPL, IR or type rating course, and

(b) Completed the applicable proficiency check sections of Appendix 3 to JAR-FCL 2.240 for the appropriate type helicopter in a FSTD on which instruction is routinely conducted.

If the authorisation has lapsed the applicant shall have:

- (c) Completed at least 3 hours refresher training in an FSTD;
- (d) Conducted on a complete CPL, IR or type rating course at least 3 hours instruction under the supervision and to the satisfaction of a examiner notified by the Authority for this purpose;

(e) Completed the applicable proficiency check sections of Appendix 3 to JAR-FCL 2.240 for the appropriate type helicopter in a FSTD on which instruction is routinely conducted.

JAR-FCL 2.375 Intentionally blank

JAR-FCL 2.380 Intentionally blank

JAR-FCL 2.385 Intentionally blank

Appendix 1 to JAR-FCL 2.305 Requirements for a specific authorisation for instructors not holding a JAR-FCL licence to instruct in a FTO or TRTO outside JAA member States (See JAR-FCL 2.305(a)(2)(iii))

1. (a) (a) Instructors seeking to instruct for a JAR-FCL licence including instrument ratings shall:

hold at least a CPL and ratings issued in accordance with ICAO Annex I required by the respective non-JAA Member State for the instruction to be given on aircraft
(I) registered in that State;

have completed at least 500 hours of flight time as a pilot of helicopters of which at least 200 hours shall be as a flight instructor relevant to the intended training to be given and meet the experience requirements of JAR-FCL 2.3[][20C](a), (b), (c), (d) and
(II) /or (e);

have completed in accordance with JAR-FCL the approved relevant course(s) of theoretical instruction and flight training. The course may be modified, as approved by the Authority, taking into account the previous training and the experience of the applicant, but shall comprise at least 30 hours of ground instruction and 15 hours of dual flight instruction performed by a flight instructor holding a JAR-FCL licence and rating in accordance with JARFCL 2.3[]20(C)[];

(III)

(IV) have passed the skill test set out in JAR-FCL 2.320E;
validity period of the authorisation is at the discretion of the Authority but not
(V) exceeding 3 years;

(VI) revalidation or renewal of any authorisation issued in accordance with para (i) - (iv) above shall be in accordance with JAR-FCL 2.320G.

(b) The authorisation will be restricted as follows:

(I) no instruction for the issue of any instructor ratings;
(II) no instruction within a JAA Member State;
instruction to students only who have sufficient knowledge of the language in which the
(III) instruction is given;

to those parts of the ATP integrated course where the instructor can demonstrate the
(IV) experience relevant to the intended training according to paragraph 1 (a)(ii).

(V) no instruction for MCC training as defined in Appendix 1 to JAR-FCL 2.261(d) and AMC
FCL 2.261(d).

2. (a) Instructors seeking to instruct for a JAR-FCL type rating shall:

(I) hold at least the licence and ratings issued in accordance with ICAO Annex I required by the respective non-JAA Member State for the instruction to be given on aircraft registered in that State;

(ii) comply with the experience requirements of JAR-FCL 2.330B(a) and (d) in order to act as TRI(H) or with JAR-FCL 2.350B(a)(3) and (7) in order to act as SFI(H);

(iii) have completed as a type rating instructor (TRI(H) or equivalent) at least 100 hours of flight or simulator instruction time;

(iv) validity period of the authorisation is at the discretion of the Authority but not exceeding 3 years;

(v) have complied with the revalidation requirements of JAR-FCL 2.330F acting as TRI(H) or JARFCL 2.350F acting as SFI(H).

(b) The authorisation will be restricted as follows:

- (i) no instruction for the issue of any instructor ratings;
- (ii) no instruction within a JAA Member State;
- (iii) instruction to students only who have sufficient knowledge of the language in which the instruction is given
- (iii) no instruction for MCC training as defined in Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d).

JAR-FCL 2.320D FI(H) – Course (See Appendix 1 to JAR-FCL 2.320D) (See AMC FCL 2.320D)

COURSE OBJECTIVE

1. The aim of the FI(H) course is to train helicopter licence holders to the level of proficiency necessary for the issue of a FI(H) rating and, for that purpose, to:

- a. refresh and bring up to date the technical knowledge of the student instructor;
- b. train the student instructor to teach the ground subjects and air exercises;
- c. ensure that the student instructor's flying is of a sufficiently high standard; and
- d. teach the student instructor the principles of basic instruction and to apply them at the PPL level.

2.2 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 PPL(H) course syllabus and should already be known by the applicant.

3. The FI(H) course shall 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.

4. During the course, the applicants shall be made aware of their own attitudes to the importance of flight safety. Improving safety awareness shall be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task.

5. On successful completion of the course and final test the applicant may be issued with a FI(H) rating. Teaching and learning

6. The syllabus is set out in AMC FCL 2.320D part 1. An approved FI(H) theoretical knowledge course shall comprise not less than 125 hours including progress tests. Pilots holding or having held a FI(A) rating are credited with 75 hours towards the 125 hours of the Teaching and Learning part 1 of the FI(H) course.

FLYING TRAINING

7. The flying training syllabus is set out in AMC FCL 2.320D part 2. An approved FI(H) course shall comprise not less than 30 hours of flight instruction.

SKILL TEST

8. On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to JAR-FCL 2.320D.

Appendix 1 to JAR-FCL 2.320E [and 2.345] Arrangements for the flight instructor rating (FI(H)) skill test, proficiency check and oral theoretical knowledge examination (See JAR-FCL 2.320E[, 2.345, 2.355 and 2.395])

1. The skill test for a FI(H) rating is set out in Appendix 2 to JAR-FCL 2.320E. The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI(H) demonstrations during skill tests in a helicopter.

2. An applicant for the skill test shall have received instruction on the same type of helicopter used for the test. The helicopter used for the test shall meet the requirements set out in Appendix 1a to JAR-FCL 2.055, paragraph 25.

3. Before taking the skill test an applicant shall have completed the required training. The FTO shall produce the applicant's training records when required by the examiner.

4. Section 1, the oral theoretical knowledge examination part of the skill test, is sub-divided into two parts:

(a) 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 a-h of Section 1. The amount of time for preparation of the test lecture shall be agreed beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes.

(b) the applicant is tested orally by an examiner for knowledge of items a–i of Section 1 and the ‘teaching and learning’ content given in the FI(H) courses.

5. Sections 2, 3 and 7 are for a FI(H) rating for single-engine (SE) single-pilot helicopters [SPHs]. These parts comprise exercises to demonstrate the ability to be an FI(H) (i.e. instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI(H) training courses (see AMC FCL 2.320E). The applicant will be required to demonstrate FI(H) abilities, including briefing, flight instruction and de-briefing.

6. Section 4 is intentionally blank and may be used for the inclusion of other FI(H) demonstration exercises, as decided by the examiner and acknowledged by the applicant before the skill test.

7. Section 5 comprises additional instructor demonstration exercises for a FI(H) rating for multi-engine (ME) SPHs. This part, if required, shall use a ME SPH, flight simulator or FNPT II. If a flight simulator or FNPT is used, this shall simulate a ME helicopter. This part shall be completed in addition to sections 2, 3, 4 (if applicable) and 7.

8. Section 6 is intentionally blank. This part will include additional FI(H) rating demonstration exercises, as decided by the examiner and agreed with the applicant before the skill test, for an FI(H) rating for instrument ratings (IR). These exercises will be related to the training requirements for the initial issue of an IR.

9. During the skill test the applicant shall occupy the seat normally occupied by the FI(H). The examiner or another FI(H) shall function as the ‘student’. The applicant shall be required to explain the relevant exercises and to demonstrate their conduct to the ‘student’, where appropriate. Thereafter, the ‘student’ shall execute the same manoeuvre including typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally and/or, if necessary, by intervening.

10. Sections 1 and 2 through 7 (as relevant) shall be completed within a period of six months but all sections should, wherever possible, be completed on the same day. Failure in any exercise within sections 2, 3 and 4 (if applicable) and 5/6 (if relevant) requires a re-test covering all exercises. Section 1, if failed, may be retaken separately.

11. The examiner may terminate the test at any stage if it is considered that the applicant's demonstration of flying or instructional skills require a re-test.

12. The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner when another FI(H) is designated as pilot-in-command for the flight. Responsibility for the flight shall be allocated in accordance with national regulations.

14. The skill test contents and sections set out in Appendix 2 to JAR–FCL 2.320E shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 2.320E).

Appendix 2 to JAR–FCL 2.320E [and 2.345] Contents of the flight instructor rating (FI(H)) skill test, oral theoretical knowledge examination and proficiency check (See JAR–FCL 2.320E [and 2.345]) (See IEM FCL 2.320E)

SECTION 1
Oral theoretical knowledge examination

| | |
|-----|---------------------------------|
| (a) | Air Law |
| (b) | Aircraft General Knowledge |
| (c) | Flight Performance and Planning |
| d* | Human Performance & Limitations |
| (e) | Meteorology |
| (f) | Navigation |
| (g) | Operational Procedures |
| (h) | Principles of Flight |
| (i) | Training Administration |

SECTIONS 2 AND 3 SELECTED MAIN EXERCISE:

SECTION 2
PRE-FLIGHT BRIEFING

a Visual presentation and b Technical Accuracy

c Clarity of explanation

d Clarity of speech e Instructional Technique

f Use of models and

aids g Student

Participation

| | |
|-----------------------------------|-------------------------------------|
| SECTION 3 FLIGHT | |
| (a) | Arrangement of Demo |
| (b) | Synchronization of speech with demo |
| (c) | Correction of Faults |
| d* | Helicopter Handling |
| (e) | Instructional Technique |
| (f) | General Airmanship/Safety |
| (g) | Positioning; use of Airspace |
| PART 4 OTHER EXERCISES | |
| (a) | |
| (b) | |
| (c) | |

| |
|-----|
| d* |
| (e) |
| (f) |
| (g) |

| |
|---|
| SECTION 5 MULTI-ENGINE EXERCISES |
| 1Actions following an Engine failure shortly after take-off |
| 1A single-engine approach and go around |
| 1 |
| 1A single-engine approach and landing |
| d* |
| (e) |
| (f) |
| (g) |

1These exercises shall be demonstrated at the skill test for the single-pilot multi-engine instructor rating.

| |
|--|
| PART 6 INSTRUMENT EXERCISES |
| (a) |
| (b) |
| (c) |
| d* |
| (e) |
| (f) |
| (g) |

| | |
|--|-------------------------|
| PART 7 POSTFLIGHT DE-BRIEFING | |
| (a) | Visual Presentation |
| (b) | Technical Accuracy |
| (c) | Clarity of Explanation |
| d* | Clarity of Speech |
| (e) | Instructional Technique |
| (f) | Use of Models and Aids |
| (g) | Student Participation |

Appendix 1 to JAR-FCL 2.330C Course for the type rating instructor (helicopter) for, as applicable, single- or multi-pilot helicopters certificated for VFR or IFR operation (TRI(H)) (See JAR-FCL 2.330A) (See JAR-FCL 2.330C) (See JAR-FCL 2.330F) (See Appendix 1 to JAR-FCL 2.240 & 2.295) (See Appendix 3 to JAR-FCL 2.240) (See Appendix 1 to JAR-FCL 2.261(a)) (See Appendix 1 & 2 to JAR-FCL 2.320E)

GENERAL COURSE OBJECTIVES

1.The aim of the TRI(H) course is to train helicopter licence holders to the level of proficiency necessary for the issue of a TRI(H) rating. The course shall be designed to give adequate training to the applicant in technical and theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for any single or multi-pilot helicopter type rating for which the applicant is qualified (see JAR-FCL 2.330A).

2.The TRI(H) course shall give particular emphasis to the role of the individual in relation to the importance of human factors in the man-machine environment and the role of CRM. Special attention shall be given to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of learning ability.

2.During the course the applicants shall be made aware of their own attitudes to the importance of flight safety. It will be important during the course of training to aim at giving the applicant the knowledge, skills and attitudes relevant to the role of the Type Rating Instructor.

TRI COURSE STRUCTURE

4.The TRI course consists of 3 parts:

a) Part 1 Teaching and Learning Module. The detailed syllabus is set out in AMC 2.320D and shall comprise of not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the TRI(H) Part 1, Teaching and Learning Module of the course: FI(H), IRI(H), SFI(H), STI(H) FI(A), CRI(A), TRI(A), SFI(A), STI(A)

b) Part 2 Technical Training. The technical theoretical knowledge instruction shall comprise of not less than 10 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the TRI to instruct the technical theoretical knowledge syllabus as set out in Appendix 1 to JAR FCL 2.261(a). If a TRI rating for multi-pilot helicopters is sought, particular attention shall be given to multi-crew cooperation.

c) Part 3 Flight Training. The amount of flight training will vary depending on the complexity of the helicopter type. At least 5 hours flight instruction for a single pilot helicopter and at least 10 hours for a multi-pilot multi-engine helicopter. A similar number of hours shall be used for the instruction and practice of pre-flight and post flight briefing for each exercise. The flight instruction shall aim to ensure that the applicant is able to teach the air exercises safely and efficiently and shall be related to the type of helicopter on which the applicant wishes to instruct. The content of the training programme shall only cover training exercises applicable to the helicopter type as set out in Appendix 1 & 2 to JAR FCL 2.240 & 2.295 or Appendix 3 to JAR-FCL 2.240.

d) If a TRI rating for revalidation of instrument ratings is sought, then the applicant shall hold a valid instrument rating.

TRI ASSESSMENT

5. The TRI assessment will be based on the relevant sections of the FI Skill Test (See Appendix 1 & 2 to FCL 2.320E) i.e. pre-flight exercise brief, flight main exercise (with additional exercises), post-flight debrief and questions on the aircraft systems. This final assessment shall be conducted by a TRI(H) notified by the authority for this purpose.

REVALIDATION AND RENEWAL

6. For the revalidation or renewal of the TRI(H) rating, the candidate will meet the requirements of JARFCL 2.330F. A TRI assessment on a single engine helicopter type will revalidate the TRI rating on other single engine types for which a TRI rating is held. A TRI rating for multi engine helicopters will revalidate the TRI rating on other multi engine types for which a TRI rating is held.

COURSES FOR ADDITIONAL TYPE

7. TRIs who wish to qualify for further types will conduct the appropriate type technical and not less than 2 hours flight training and pass, as a proficiency check, the relevant sections of the assessment in JAR-FCL 2.330D with a TRI(H).

Appendix 1 to JAR-FCL 2.340C Course for the Instruemnt Instrument Rating Instructor (Helicopter) IRI(H)
(See JAR-FCL 2.340F) (See Appendix 1 to JAR-FCL 2.205) (See Appendix 1 & 2 to JAR-FCL 2.320E) (See AMC-FCL 2.340C) (See AMC-FCL 2.340D)

GENERAL COURSE OBJECTIVES

1. The aim of the IRI(H) course is to train helicopter licence holders to the level of proficiency necessary for the issue of a IRI(H) rating.

2. The course shall be designed to:

(a) give adequate training to the applicant in theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for an instrument rating helicopters, in accordance with the syllabus at Appendix 1 to JAR-FCL 2.205;

(b) refresh and bring up to date the theoretical knowledge of the instructor. (c) ensure that the student instructors instrument flying is of a sufficiently high standard.

3. The IRI(H) course shall give particular emphasis to the role of the individual in relation to the importance of human factors in the man-machine environment. Special attention shall be given to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of learning ability.

4. During the course the applicants shall be made aware of their own attitudes to the importance of flight safety. It will be important during the course of training to aim at given the applicant the knowledge, skills and attitudes relevant to the role of the Instrument Rating Instructor.

IRI(H) COURSE STRUCTURE

5. The IRI course consists of 3 parts:

a) Part 1
Teaching
and
Learning
Module.
The
detailed
syllabus is
set out in
AMC FCL
2.320D
Part 1 and
shall
comprise
of not less
than 25
hours.
Pilots
holding or
having
held one of
the
following
ratings are
credited
for the
TRI(H)
Part 1,
Teaching
and
Learning
Module of
the course:

FI(H), TRI(H), SFI(H), STI(H) FI(A), CRI(A), TRI(A), SFI(A), IRI(A), STI(A)

b) Part 2 Instrument Theoretical Knowledge Training. The instrument theoretical knowledge instruction shall comprise not less than 10 hours training to include the revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the IRI(H) to instruct the instrument theoretical knowledge syllabus as set out in AMC FCL 2.340C.

c) Part 3 Flight Training. An approved IRI(H) course shall comprise of at least 10 hours of flight instruction in a helicopter, flight simulator, FTD 2/3 or FNPT II. A similar number of hours shall be used for the instruction and practice of pre-flight and post-flight briefing for each exercise. The flight instruction shall aim to ensure that the applicant is able to teach

the air exercises safely and efficiently. The content of the training program is contained in AMC FCL 2.340C.

IRI SKILL TEST

6. The IRI(H) Skill Test will be based on the relevant sections of the FI Skill Test (see Appendix 1 & 2 to JAR FCL 2.320E) i.e. pre-flight exercise brief, flight main exercise (with additional exercises), post-flight debrief and questions on IFR procedures. The Skill Test shall be conducted by an FIE(H).

REVALIDATION AND RENEWAL

7. For the revalidation or renewal of the IRI(H) rating, the candidate will meet the requirements of JARFCL 2.340F. An IRI(H) check on one helicopter type will revalidate the IRI(H) rating on other helicopter types for which an IRI(H) rating is held.

JAR-FCL 2.420 Examiners – Purposes

(a) Five categories of examiner are recognised:

(1) Flight Examiner (FE(H)) (2) Type Rating Examiner (TRE(H)) (3) Instrument Rating Examiner (IRE(H)) (4) Flight Instructor Examiner (FIE(H)) (5) Synthetic Flight Examiner (SFE(H))

(b) Multiple Categories. Provided that they meet the qualification and experience requirements set out in this subpart for each category undertaken, examiners are not confined to a single category of FE(H), TRE(H), IRE(H), FIE(H)

JAR-FCL 2.425 Examiners – General [(See JAR-FCL 2.030(a))] (See Appendix 1 to JAR-FCL 2.425) (See AMC FCL 2.425) (See IEM FCL 2.425)

(a) Pre-requisites. An examiner shall not carry out the tests or checks required for the issue, revalidation or renewal of any pilot licence or rating unless that person;

(1) holds a licence and rating at least equal to the licence or rating for which they are authorised to conduct skill tests or proficiency checks and, unless specified otherwise, the privilege to instruct for this licence or rating.

(2) is qualified to act as pilot-incommand of the aircraft during a skill test or proficiency check, unless specified otherwise, and shall meet the applicable requirements set out in JAR-FCL 2.435 through 2.460.

(b) Where no qualified examiner is available and, at the discretion of the Authority, examiners/inspectors may be authorised without meeting the relevant instructor/type rating requirements as mentioned above.

(c) Entries in the licence: In licences where revalidation entries may be made by the examiner, the Examiner will:

- (1) complete the following details: ratings, date of check, valid until, authorisation number and signature;
- (2) submit the original of the proficiency check form to the issuing Authority and hold one copy of the proficiency check form on personal file;
- (3) In case of revalidation of helicopter type ratings in accordance with JAR-FCL 2.245(b)(2), (b)(3) and (b)(4), enter revalidation dates for all type ratings covered.

(d) Validity period: An examiner's authorisation will be valid for not more than three years in addition to the remainder of the month of issue. Examiners may be re-authorised at the discretion of the Authority, and in accordance with Appendix 1 to JAR-FCL 2.425.

(e) Compliance with JARs: Examiners will be authorised in accordance with JAR-FCL 2.030(a). The examiner shall comply with the appropriate examiners' standardisation arrangements made or approved by the Authority (see Appendix 1 to JAR-FCL 2.425, AMC FCL 2.425 and IEM FCL 2.425);

(f) Examiner Authorisation Acceptance Test: After completion of the standardisation arrangements in JAR-FCL 2.425(e), the applicant for any examiner authorisation shall have conducted at least one skill test or proficiency check in the role of examiner for which authorisation is being sought, including briefing, conduct of the skill test or proficiency check, assessment of the applicant to whom the skill test or proficiency check is being given, debriefing and recording/documentation. This "Examiner Authorisation Acceptance Test" shall be supervised by an inspector of the Authority or by a senior examiner specifically authorised by the Authority for this purpose.

(g) Re-authorisation:

(1) all examiner authorisations will be valid for a period of not more than 3 years in addition to the remainder of the month of issue. If issued within the final 12 calendar months of validity of a previous examiner check, the period of validity shall extend from the date of issue until 3 years from the expiry date of that previous examiner check. An examiner who is re-authorised at the same time as his instructor rating is revalidated may have the instructor rating validity period aligned with the examiner authorisation. Within the last 12 months of validity, the examiner shall conduct one skill test or proficiency check, including briefing, conduct of the test or check, assessment of the applicant, debriefing and recording of documentation while being observed by an inspector of the Authority or senior examiner specifically authorised by the Authority for this purpose.

(2) if the examiner authorisation has expired, then that examiner shall undertake training as specified by the Authority prior to conducting another Examiner Authorisation Acceptance Test under supervision.

JAR-FCL 2.430 Examiners – Period of validity
(Intentionally left blank)

JAR-FCL 2.435 FE(H) – Privileges

The privileges of a FE(H) are to conduct:

(a) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for the helicopter single-pilot single-engine helicopter type rating provided that the examiner has

completed not less than 1000 hours flight time as a pilot of helicopters, including not less than 250 hours flight instruction and for single-pilot multiengine helicopter type ratings provided that the examiner has met the requirements of JAR-FCL 2.439(b);

(b) skill tests for the issue of CPL(H) and skill tests and proficiency checks for the singlepilot single-engine helicopter type ratings provided the examiner has completed not less than 2000 hours flight time as a pilot of helicopters, including not less than 250 hours flight instruction and for single-pilot multi-engine helicopter type ratings provided that the examiner has met the requirements of JAR-FCL 2.439(b).

JAR-FCL 2.439 TRE(H) – Pre-requisites

Before being permitted to become a TRE(H), an applicant must meet the following requirements:

(a) Multi-pilot helicopters: (1) have not less than 1500 hours as pilot on multi-pilot helicopters of which at least 500 hours shall be as pilot in command; ,and

(2) hold a TRI(H) rating on the applicable type; and

(3) before the privileges are extended from single-pilot multi-engine helicopter to multi-pilot multi-engine privileges on the same type, the holder shall meet the requirements of JAR-FCL 2.250 and have at least 100 hours in multi-pilot helicopters on this type. An applicant for the first multi-pilot multi-engine TRE authority shall meet the experience requirements of JAR-FCL 2.439(a)(1) except that the 1500 hours multi-pilot helicopter may be considered to have been met if they have the 500 hours pilot-in-command on the multipilot helicopter of the same type.

(b) Single-pilot Multi-engine helicopters:

(1) have completed not less than 1000 hours as pilot of helicopters of which at least 500 hours shall be as pilot-in-command; and (2) hold a professional helicopter pilot licence, and when applicable, a valid IR(H); and (3) hold a valid TRI(H) rating for the applicable helicopter.

(c) Single-pilot Single-engine helicopters:

(1) has completed not less than 750 hours as a pilot of helicopters of which at least 500 hours shall be as pilot-in-command; and

(2) hold a professional helicopter pilot licence, and

(3) hold either a valid FI(H) or TRI(H) rating for the applicable helicopter.

JAR-FCL 2.440 TRE(H) – Privileges

The privileges of a TRE(H) are to conduct :

(a) For multi-pilot helicopters

(1) skill tests for the issue of type rating;

(2) proficiency checks for revalidation or renewal of multi-pilot type ratings;

- (3) proficiency checks for the revalidation or renewal of instrument ratings (H) provided the TRE(H) holds a valid IR(H) and complies with JAR-FCL 2.425(e);
- (4) skill tests for ATPL(H) issue.

(b) For single-pilot helicopters:

- (1) skill tests for the issue of type ratings;
- (2) proficiency checks for revalidation or renewal of single-pilot helicopter type ratings; and
- (3) proficiency checks for the revalidation or renewal of instrument ratings (H) provided the TRE(H) holds a valid IR(H) and complies with JAR-FCL 2.425(e).

JAR-FCL 2.442 TRE(H) – Authorisation

All applicants for the initial issue or reauthorisation of the TRE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.

JAR-FCL 2.445 IRE(H) – Pre-requisites

Before being permitted to become an IRE(H), an applicant must hold an IRI(H) and shall have completed the standardisation arrangements in JAR-FCL 2.425(e) and also the following:

- (a) Not less than 2000 hours flight time as pilot of helicopters; and

JAR-FCL 2.450 IRE(H) – Privileges

The privileges of an IRE(H) are to conduct skill tests for the initial issue and proficiency checks for the revalidation or renewal of instrument ratings (H).

JAR-FCL 2.452 IRE(H) – Authorisation

All applicants for the initial issue or reauthorisation of the IRE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.

JAR-FCL 2.445 SFE(H) – Pre-requisites

Before being permitted to become an SFE(H), an applicant must have completed the standardisation course in JAR-FCL 2.425(e), and:

- (a) Hold an ATPL(H) which includes an IR(H) on the applicable type; (b) Has not less than 1000 hours of flight time as a pilot of multi-pilot helicopters; and (c) Be entitled to exercise the privileges of an SFI(H) (see JAR-FCL 2.350A).

JAR-FCL 2.455 SFE (H) – Privileges

The privileges of an SFE(H) are to conduct in a flight simulator: (a) Skill tests for the issue of type ratings, provided the SFE holds a valid type rating on the applicable helicopter type; and (b) Proficiency checks for the revalidation and renewal of type and instrument ratings

JAR-FCL 2.457 SFE(H) – Authorisation

All applicants for the initial issue or reauthorisation of the SFE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.

JAR-FCL 2.459 FIE(H) – Pre-requisites

Before being permitted to become an FIE(H), an applicant must:

- (a) Hold a valid FI(H), TRI(H) or IRI(H) (as applicable); and
- (b) Hold a FE(H), TRE(H) or IRE(H) authority (as applicable); and (c) Have completed not less than 2000 hours as pilot of helicopters; and (d) Have not less than 100 hours flight time instructing applicants for a FI(H), or TRI(H), or IRI(H) ratings; and (e) Have completed the standardisation course in accordance with JAR-FCL 2.425(e).

JAR-FCL 2.460 FIE(H) – Privileges

The privileges of an FIE(H) are to conduct skill tests and proficiency checks for the issue and revalidation or renewal of FI(H), TRI(H), or IRI(H) ratings on single-pilot helicopters.

JAR-FCL 2.461 FIE(H) – Authorisation All applicants for the initial issue or reauthorisation of the FIE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.

Appendix 1 to JAR-FCL 2.425 Standardisation arrangements for examiners (See JAR-FCL 2.425 and 2.430) (See AMC FCL 2.425)

GENERAL

1. Each JAA Member State will publish and submit to JAA a list of authorised examiners specifying each role and any additional matters for which they have been authorised.
2. Examiners shall consistently apply JAR-FCL standards during a test/check. However, as the circumstances of each test/check conducted by an examiner may vary, it is also important that an examiner's test/check assessment takes into account any adverse condition(s) encountered during the test/check.

EXAMINERS DESIGNATION AND AUTHORISATION

3. An examiner will be designated and authorised in accordance with JAR-FCL and will be: (a) a flight inspector from an Authority; or (b) an instructor from a Registered Facility, FTO, TRTO; manufacturer's facility or subcontracted facility; or (c) a pilot holding a specific authorisation from a JAA Member State.
4. All Examiners must be suitably trained, qualified and experienced for their role on the relevant type of helicopter. No specific rules on qualification can be made because the particular circumstance of each organisation will differ. It is important, however, that in every instance, the Examiner should, by background and experience, have the professional respect of the aviation community.

EXAMINER RE-AUTHORISATION

5. Examiners may be re-authorised in accordance with JAR-FCL [2.425]. To be re-authorised, the examiner shall have conducted at least two skill tests or proficiency checks in every yearly period within the three year authorisation period. One of the skill tests or proficiency checks given by the examiner within the [last 12 months of the] validity period of the authorisation shall have been observed by an inspector of the Authority or by a senior examiner specifically authorised for this purpose.

SUBPART J – THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT LICENCES AND INSTRUMENT RATINGS

JAR–FCL 2.465 Requirements

An applicant for a professional pilot licence or an instrument rating shall demonstrate a level of knowledge appropriate to the privileges of the licence or rating for which application is made by passing theoretical knowledge examinations in accordance with the procedures set out in JAR–FCL 2.470 through 2.495.

JAR–FCL 2.470 Contents of theoretical knowledge examinations (See Appendix 1 to JAR-FCL 2.470)

(a) An applicant for the ATPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [13] subjects: Air Law; Aircraft General Knowledge [- Airframe/Systems/Powerplant; Aircraft General Knowledge – Instrumentation]; [][Mass and Balance; Performance; Flight Planning and Monitoring;] Human Performance []; Meteorology; [General] Navigation; [Radio Navigation;] Operational Procedures; Principles of flight; [VFR] Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States [and staged in the associated procedures].

(b) An applicant for the CPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [9] subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance []; Meteorology; Navigation; Operational Procedures; Principles of flight; [VFR] Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States [and stated in the associated procedures].

(c) An applicant for an IR(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [7] subjects: Air Law[]; Aircraft General Knowledge; Flight Performance and Planning; Human Performance []; Meteorology; Navigation; [IFR] Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States [and stated in the associated procedures].

JAR–FCL 2.475 Questions

(See IEM FCL 2.475 (a) and (b)) (See Appendix 1 to JARFCL 2.470)

(a) An applicant for the FI(H) rating shall have completed an approved course of theoretical knowledge instruction and flight training at an approved FTO (see Appendix 1 to JAR-FCL 2.320D and AMC FCL 2.320D).

(a) The Central Question Bank. Questions appropriate to the syllabuses (see Appendix 1 to JAR–FCL 2.470) will be held in a JAA Central Question Bank (CQB). Questions entered in the CQB

will be composed in English, according to a method described in IEM FCL 2.475(a), using abbreviations (see IEM FCL 2.475(b)), and compiled in a computer compatible format. The questions will be in multiple choice format. An Authority may exercise discretion in the presentation of questions in an examination according to JAR–FCL 2.480.

(b) Publication. Samples of questions and multiple choice answers will be published from time to time by JAA

JAR–FCL 2.480 Examination procedure (See Appendix 1 to JAR– FCL 2.470)

(a) An applicant for the FI(H) rating shall have completed an approved course of theoretical knowledge instruction and flight training at an approved FTO (see Appendix 1 to JAR-FCL 2.320D and AMC FCL 2.320D).

(A) Frequency

JAA Member States must allow the candidate to take the required tests in accordance with the procedures prescribed in this chapter. The examination for a license or certificate for instrument flight consists of exams in each course listed in Appendix 1 to JAR-FCL 2.470.

(B) Language

Examinations are held in the language of the Aviation Authority may determine. Aviation Authority will notify applicants of the language in which exams will be held.

(C) Content

Questions for the exams Aviation Authority determines the CQB, so that they be included in the contents of each case as a whole. Content issues will not change unless facilitate translation into the national language. Style answers to questions that require mathematical calculation and graphical display can be changed into other forms Aviation Authority considers appropriate. Examination of the communication can be conducted separately from other items, at the discretion of the Authority. A candidate who has already passed one or both objects from the VFR or IFR Communications will not re-take the examination in these cases.

(D) Oral examination

Oral examination can not replace the written exam or an exam on the computer.

(E) Accessories

Aviation Authority must provide adequate maps, maps, tables, data and equipment required for the exam.

(F) Security

The identity of the candidate shall be determined before the exam.

(G) Confidentiality

The content of the test material is confidential.

Responsibilities of the applicant

(a) An applicant shall take the entire set of examinations in one JAA Member State.

(b) The applicant shall be recommended for an examination by the approved FTO responsible for applicant's training when the applicant has completed the appropriate elements of the course of theoretical knowledge instruction to a satisfactory standard. An applicant who has failed to complete the examination within the limits imposed by JARFCL 1.490 will in addition be required to produce evidence from an approved Training Organisation of further training.

(c) If the Authority considers that the applicant is not complying with examination procedures during the examination, this misconduct will be considered with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole.

JAR-FCL 2.490 Pass standards

(a) 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. No penalty points.

(b) Subject to any other conditions in JARs, an applicant will be deemed to have successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when awarded a pass in all of the required subjects within a period of 18 months, counted from the end of the calendar month when the applicant first attempted an examination.

(c) an applicant shall re-enter the complete examination as though for an initial attempt if he has failed to pass any single examination paper within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in paragraph (b) above. Before reentry to the examinations the applicant shall undertake further training as determined by the Authority.

JAR-FCL 2.495 Acceptance period

(a) A pass in the theoretical knowledge examinations given in accordance with JAR-FCL 2.490 will be accepted for the grant of the CPL(H) or IR(H) during the 36 months from the date of gaining a Pass in all the required examination papers.

(b) A pass in the ATPL(H) theoretical knowledge examinations given in accordance with JAR-FCL 2.490 will be accepted for the grant of the CPL(H) during the 36 months from the date of gaining a Pass in all the required examination papers and will remain valid indefinitely towards the grant of the ATPL(H) provided that the applicant has a valid type rating entered in the CPL(H).

(c) Provided that an IR(H) is obtained in accordance with (a) above, a pass in the ATPL(H)/[IR] theoretical knowledge examination will remain valid for a period of 7 years from the last validity date of the IR(H) entered in the CPL(H) for the issuance of an ATPL(H).

Appendix 1 to JAR-FCL 2.470

Theoretical Knowledge Syllabus– [ATPL/IR, ATPL, CPL and IR (See JAR-FCL 2.470)

1. An applicant shall have received the relevant theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

| | | <i>Airplane</i> | | <i>Helicopter</i> | | IR | |
|-----------------|--|-----------------|-----|-------------------|------|----|-----|
| | | ATPL | CPL | ATPL / IR | ATPL | | CPL |
| 010 00 00 00 | AIR LAW AND ATC PROCEDURES | x | x | x | x | x | x |
| 010 01 00 00 | INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS | | | | | | |
| 010 02 00 00 | Airworthiness | | | | | | |
| 010 03 00 00 | AIRCRAFT NATIONALITY AND REGISTRATION MARKS | | | | | | |
| 010 04 00 00 | PERSONNEL LICENSING | | | | | | |
| 010 05 00 00 | RULES OF THE AIR | | | | | | |
| 010 06 00 00 | PROCEDURES FOR AIR NAVIGATION SERVICES – AIRCRAFT OPERATIONS | | | | | | |
| 010 07 00 00 | AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT | | | | | | |
| 010 08 00 00 | AERONAUTICAL INFORMATION SERVICE | | | | | | |
| 010 09 00 00 | AERODROMES/HELIPORTS | | | | | | |
| 010 10 00 00 | FACILITATION | | | | | | |
| 010 11 00 00 | SEARCH AND RESCUE | | | | | | |
| 010 12 00 00 | SECURITY | | | | | | |
| 010 13 00 00 | AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION | | | | | | |

| | | Airplane | | Helicopter | | IR | |
|-----------------|--|----------|-----|------------|------|----|-----|
| | | ATPL | CPL | ATPL / IR | ATPL | | CPL |
| 021 00 00 00 | GENERAL KNOWLEDGE OF AIRCRAFT - CONSTRUCTION AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT GROUP, EMERGENCY EQUIPMENT | x | x | x | x | x | x |
| 021 01 00 00 | SYSTEM DESIGN, LOADS, STRESSES, MAINTENANCE | | | | | | |
| 021 02 00 00 | AIRFRAME | | | | | | |
| 021 03 00 00 | HYDRAULICS | | | | | | |
| 021 04 00 00 | LANDING GEAR, WHEELS, TYRES, BRAKES | | | | | | |
| 021 05 00 00 | FLIGHT CONTROLS | | | | | | |
| 021 06 00 00 | PNEUMATICS - pressurisation AND MAINTENANCE | | | | | | |
| 021 07 00 00 | ANTI AND DE-ICING SYSTEMS | | | | | | |
| 021 08 00 00 | FUEL SYSTEM | | | | | | |
| 021 09 00 00 | ELECTRICS | | | | | | |
| 021 10 00 00 | PISTON ENGINES | | | | | | |
| 021 11 00 00 | TURBINE ENGINES | | | | | | |
| 021 12 00 00 | DETECTION AND PROTECTION SYSTEM | | | | | | |
| 021 13 00 00 | OXYGEN SYSTEM | | | | | | |
| 021 14 00 00 | HELICOPTER: MISCELLANEOUS SYSTEMS | | | | | | |

| | | | | | | | |
|-----------------|--------------------------|--|--|--|--|--|--|
| 021 15 00 00 | HELICOPTER: ROTOR HEADS | | | | | | |
| 021 16 00 00 | HELICOPTER: TRANSMISSION | | | | | | |
| 021 17 00 00 | HELICOPTER: BLADES | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | IR | |
|-------------------------------|--|-----------------|-----|-------------------|------|----|-----|
| | | ATPL | CPL | ATPL / IR | ATPL | | CPL |
| 022 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION | x | x | x | x | x | x |
| 022 01 00 00 | SENSORS AND INSTRUMENTS | | | | | | |
| 022 02 00 00 | MEASUREMENT OF AIR DATA PARAMETERS | | | | | | |
| 022 03 00 00 | MAGNETISM - DIRECT READING COMPASS AND WITH MAGNETIC VALVE | | | | | | |
| 022 04 00 00 | GYROSCOPIC INSTRUMENTS | | | | | | |
| 022 05 00 00 | INERTIAL NAVIGATION AND REFERENCE SYSTEMS | | | | | | |
| 022 06 00 00 | AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS | | | | | | |
| 022 07 00 00 | HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS | | | | | | |
| 022 08 00 00 | TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION | | | | | | |
| 022 09 00 00 | AUTOTHROTTLE – AUTOMATIC THRUST CONTROL SYSTEM | | | | | | |
| 022 10 00 00 | COMMUNICATION SYSTEMS | | | | | | |
| 022 11 00 00 | FLIGHT MANAGEMENT SYSTEM (F.M.S.) | | | | | | |
| 022 12 00 00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS | | | | | | |

| | | | | | | | |
|-----------------|--|--|--|--|--|--|--|
| 022 13 00 00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS | | | | | | |
| 022 14 00 00 | MAINTENANCE, MONITORING AND RECORDING SYSTEMS | | | | | | |
| 022 15 00 00 | DIGITAL CIRCUITS AND COMPUTERS | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | IR | |
|-------------------------------|---|-----------------|-----|-------------------|------|----|-----|
| | | ATPL | CPL | ATPL / IR | ATPL | | CPL |
| 030 00 00 00 | FLIGHT PERFORMANCE AND PLANNING | x | x | x | x | x | |
| 031 00 00 00 | Mass and balance - AIRPLANES / HELICOPTERS | x | x | x | x | x | |
| 031 01 00 00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS | | | | | | |
| 031 02 00 00 | LOADING | | | | | | |
| 031 03 00 00 | FUNDAMENTALS OF CG CALCULATIONS | | | | | | |
| 031 04 00 00 | MASS AND BALANCE DETAILS OF AIRCRAFT | | | | | | |
| 031 05 00 00 | DETERMINATION OF CG POSITION | | | | | | |
| 031 06 00 00 | CARGO HANDLING | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | IR | |
|-------------------------------|--|-----------------|-----|-------------------|------|----|-----|
| | | ATPL | CPL | ATPL / IR | ATPL | | CPL |
| 033 00 00 00 | FLIGHT PLANNING AND FLIGHT MONITORING | x | x | x | x | x | x |
| 033 01 00 00 | FLIGHT PLANNING FOR VFR FLIGHTS | | | | | | |
| 033 02 00 00 | FLIGHT PLANNING FOR IFR FLIGHTS | | | | | | |
| 033 03 00 00 | FUEL PLANNING | | | | | | |
| 033 04 00 00 | PRE-FLIGHT PREPARATION | | | | | | |
| 033 05 00 00 | ATS FLIGHT PLAN | | | | | | |
| 0 33 06 00 00 | FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING | | | | | | |

| | | |
|-----------------|------------------|----|
| | | IR |
| <i>Airplane</i> | <i>Helicopte</i> | |

| | | | | <i>r</i> | | |
|-------------------------------|--|------|-----|--------------|------|-----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL |
| 034 00 00 00 | PERFORMANCE - HELICOPTERS | | | x | x | x |
| 034 01 00 00 | GENERAL | | | | | |
| 034 02 00 00 | PERFORMANCE CLASS 3 - SINGLE- ENGINE HELICOPTERS ONLY | | | | | |
| 034 03 00 00 | PERFORMANCE CLASS 2 | | | | | |
| 034 04 00 00 | PERFORMANCE CLASS 1 - ONLY HELICOPTERS PERFORMANCE CLASS 1 HELICOPTERS CERTIFICATED UNDER CS 29 ONLY | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------------|---|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 040 00 00 00 | Human Performance | x | x | x | x | x | x |
| 040 01 00 0 0 | HUMAN FACTORS: BASIC CONCEPTS | | | | | | |
| 040 02 00 00 | BASIC AVIATION PSYCHOLOGY AND HEALTH MAINTENANCE | | | | | | |
| 040 03 00 00 | BASIS OF AVIATION PSYCHOLOGY | | | | | | |

| | | <i>airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------------|-----------------------|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 050 00 00 00 | METEOROLOGY | x | x | x | x | x | x |
| 050 01 00 00 | THE ATMOSPHERE | | | | | | |
| 050 02 00 00 | WIND | | | | | | |
| 050 03 00 00 | THERMODYNAMICS | | | | | | |
| 050 04 00 00 | CLOUDS AND FOG | | | | | | |
| 050 05 00 00 | RAIN | | | | | | |
| 050 06 00 00 | Air masses and Fronts | | | | | | |
| 050 07 | PRESSURE SYSTEMS | | | | | | |

| | | | | |
|-----------------|----------------------------|--|--|--|
| 00 00 | | | | |
| 050 08 00 00 | CLIMATOLOGY | | | |
| 050 09 00 00 | PRESSURE SYSTEMS | | | |
| 050 10 00 00 | METEOROLOGICAL INFORMATION | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------|--------------------------------|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 060 00 00 00 | NAVIGATION | x | x | x | x | x | x |
| 061 00 00 00 | GENERAL NAVIGATION | x | x | x | x | x | x |
| 061 01 00 00 | BASICS OF NAVIGATION | | | | | | |
| 061 02 00 00 | MAGNETISM AND COMPASSES | | | | | | |
| 061 03 00 00 | CHARTS | | | | | | |
| 061 04 00 00 | DEAD RECKONING NAVIGATION (DR) | | | | | | |
| 061 05 00 00 | IN-FLIGHT NAVIGATION | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------|-------------------------------------|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 062 00 00 00 | RADIO NAVIGATION | x | x | x | x | x | x |
| 062 01 00 00 | BASIC RADIO PROPAGATION THEORY | | | | | | |
| 062 02 00 00 | RADIO AIDS | | | | | | |
| 062 03 00 00 | RADAR | | | | | | |
| 062 04 00 00 | <i>Intentionally left blank</i> | | | | | | |
| 062 05 00 00 | AREA NAVIGATION SYSTEMS, RNAV / FMS | | | | | | |
| 062 06 00 00 | Global navigation satellite systems | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------|-------------------------------|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 070 00 00 00 | OPERATIONAL PROCEDURES | x | x | x | x | x | |

| | | | | | | | |
|-----------------|--|--|--|--|--|--|--|
| 071 01 00 00 | GENERAL REQUIREMENTS | | | | | | |
| 071 02 00 00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) | | | | | | |
| 071 03 00 00 | HELICOPTER EMERGENCY PROCEDURES | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------------|--|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 082 00 00 00 | PRINCIPLES OF FLIGHT - HELICOPTER | | | x | x | x | |
| 082 01 00 00 | Subsonic Aerodynamics | | | | | | |
| 082 02 00 00 | TRANSONIC AERODYNAMICS and COMPRESSIBILITY EFFECTS | | | | | | |
| 082 03 00 00 | ROTORCRAFT TYPES | | | | | | |
| 082 04 00 00 | MAIN ROTOR AERODYNAMICS | | | | | | |
| 082 05 00 00 | MAIN ROTOR MECHANICS | | | | | | |
| 082 06 00 00 | TAIL ROTORS | | | | | | |
| 082 07 00 00 | EQUILIBRIUM, STABILITY AND CONTROL | | | | | | |
| 082 08 00 00 | HELICOPTER FLIGHT MECHANICS | | | | | | |

| | | <i>Airplane</i> | | <i>Helicopter</i> | | | IR |
|-------------------------------|--|-----------------|-----|-------------------|------|-----|----|
| | | ATPL | CPL | ATPL / IR | ATPL | CPL | |
| 090 00 00 00 | COMMUNICATIONS | x | x | x | x | x | x |
| 091 00 00 00 | VFR COMMUNICATIONS | | | | | | |
| 091 01 00 00 | DEFINITIONS | | | | | | |
| 091 02 00 00 | GENERAL OPERATING PROCEDURES | | | | | | |
| 091 03 00 00 | RELEVANT WEATHER INFORMATION TERMS (VFR) | | | | | | |
| 091 04 | ACTION REQUIRED TO BE TAKEN IN | | | | | | |

| | | | | | | | |
|-------------------------|---|--|--|--|--|--|--|
| 00 00 | CASE OF COMMUNICATION FAILURE | | | | | | |
| 091 05 00 00 | DISTRESS AND URGENCY PROCEDURES | | | | | | |
| 091 06 00 00 | GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES | | | | | | |
| 092 00 00 00 | IFR COMMUNICATIONS | | | | | | |
| 092 01 00 00 | DEFINITIONS | | | | | | |
| 092 02 00 00 | GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES | | | | | | |
| 092 03 00 00 | MEASURES TO BE TAKEN IN CASE OF RADIO FAILURE | | | | | | |
| 092 04 00 00 | DISTRESS AND URGENCY PROCEDURES | | | | | | |
| 092 05 00 00 | RELEVANT WEATHER INFORMATION TERMS (IFR) | | | | | | |
| 092 06 00 00 | GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES | | | | | | |
| 092 07 00 00 | Morse code | | | | | | |

APPENDIX 2

Additional conditions for implementation of JAR-FCL 2 in the Republic of Serbia

SECTION A - GENERAL REQUIREMENTS

JAR-FCL 2.017 Authorizations/Ratings for specific duties

1) CPL (H) or ATPL (H) license holder for issue of authorization for the aerial work shall meet the following requirements:

- (1) before instruction, the applicant shall have at least 200 hours total flight time, of which at least 70 hours as PIC, including at least 10 hours as a single flight pilot on a helicopter on which the training will be conducted;
- (2) completed theoretical instruction and skill test at a designated FTO or RF, according to the approved program in accordance with ICAO Document 9408-AN / 922 (Manual of Aerial Work);
- (3) have passed skill test.

Authorization for aerial work shall be valid if the TR (H) is valid for the given helicopter type.

JAR-FCL 2.020 Credit for military service

Credit for military service is given to persons who received pilot instruction at the Military Academy of Serbian Army and the armed forces of the precursor states.

(a) For the issue of a private pilot helicopter license, an applicant shall meet the requirements set out in JAR-FCL 2.105 and 2.120 and pass a theoretical knowledge examination - air law and a skill test under JAR-FCL 2.135.

(b) For the issue of a professional pilot helicopter license, the applicant shall meet the requirements set out in JAR-FCL 2.145 and 2.155 (b) and (c) and pass a theoretical knowledge examination as set out in JAR-FCL 2.160 and a skill test under JAR-FCL 2.170.

Before taking the the examination the applicant shall at a designated training organization complete additional theoretical instruction in subjects related to air law and communication under the approved syllabus.

(c) For the issue of a helicopter flight instructor rating, the applicant shall have completed a military flight instructor course, to meet the requirements of JAR-FCL 2.320C and 2.320A and pass a skill test under to JAR-FCL 2.320.

(d) For the issue of a aerial work rating, the applicant shall have completed aerial work instruction at the army and shall meet the requirements set out in Annex 2 to JAR-FCL 2.017 in (a) and (3).

(e) For the issue of IFR rating, the applicant shall meet the requirements as set out in JAR-FCL 2.190 and 2.200, and:

(I) shall have completed theoretical knowledge instruction at the authorized training organization under JAR-FCL 2.195 (a), (II) shall have completed at the authorized training facility, the instrument flight training on

the type of helicopter for which the applicant hold a valid rating, including at least 20 flying hours of which up to 5 hours in synthetic training devices;

(III) shall have passed a theoretical knowledge examination under JAR-FCL 2.195 and a skill test under JAR-FCL 2.210.

For instrument flying rating the applicant who received at least 50 hours instrument flying training on a transport aircraft, shall pass a theoretical examination and skill test in accordance with JAR-FCL 2.210. The examination for IR may be combined with the examination for type rating examination.

(f) For type rating (H) examination JAR-FCL 2.220 (c)(2) military training shall be credited.

Appendix 1 to JAR-FCL 2.015

Minimum requirements for the validation of pilot licences of non-JAA States

Apart from fulfilling the requirements in Appendix 1 to JAR-FCL 2.015, in order to receive validation of a pilot licence of a non-JAA State, the applicant shall pass a theoretical knowledge examination subjects relating to air law to the level appropriate for the licence to be credited

JAR-FCL 2.030 Examiners for PPL, CPL and ATPL license shall be authorized by the Civil Aviation Directorate.

Appendix 1 to JAR-FCL 2.075

Specifications for flight crew licenses

Any medical limitations will be entered on the medical certificate:

1) operational multi-crew limitation (OML - class 1 only) or

2) Operational Safety Pilot Limitation- OSL -class 2 only, this limitation will be entered on a pilot's license in section XII.

SECTION B-STUDENT PILOT (Helicopter)

Appendix 1 to JAR-FCL 2.085 Terms

During skill test student pilot (H) is required to bring on his person his student pilot authorization issued by the Civil Aviation Directorate.

FTO or RF in which the student has been registered shall submit to the Civil Aviation Directorate an application for student pilot authorization.

The authorization shall contain the following:

aviation authority name and logo

- serial number ,

- name, father's name and surname of the student pilot,

-unique identification number or passport number for foreign nationals

- signature of holder,

- date,
- Signature of CAD person authorized.

PRIVATE PILOT LICENCE (Helicopter)-PPL (H)

Appendix 1 to JAR-FCL 2.125

Registration of facilities for PPL instruction

- a) Application for acceptance of registration shall be accompanied with:
- (1) evidence on the facility registration;
 - (2) evidence that the aerodrome/airfield at which practical training is to be conducted has a license to be use, and that it meets the requirements in Appendix 1 to JAR-FCL 2.055, paragraphs 27 and 28;
 - (3) evidence on aircraft ownership or lease, equipment for simulated flying training and other assets, as well as adequate facility for work- for a period of at least 12 months;
 - (4) Training manual and operations manual.
- b) Upon issue of certificates of competency, the Civil Aviation Directorate shall enter the facility into the registry of aviation organizations conducting training for private pilot licences -PPL (H).

CHAPTER F-Ratings

JAR-FCL 2.245 Type ratings – Validity, revalidation and renewal

Amendment to (d) (1)

In case of revalidation the applicant shall provide:

- a) accounted for application by the operator for revalidation with a proposed period of validity;
- b) evidence that the aviation authorities of the State in which the helicopter is registered agree with the revalidation;
The licence shall have the endorsement under "notes" item stating that the rating applies exclusively to helicopters registered in that State and for the same operator.

For the revalidation of the rating the applicant shall submit:

- a) a valid medical certificate issued in accordance with JAR-FCL 3, or a medical certificate of the State of Registry, if there is an agreement with that State on crediting medical certificates;
- b) evidence of proficiency check conducted by an examiner authorized in accordance with JAR-FCL 2 or examiner of the State of Registry (if the check was performed by the examiner of the State of Registry, it is necessary to provide copy of examiner's license, medical certificate and special purposes examiner authorization);
- c) evidence of the appropriate authorities of the State of Registry on meeting the requirements for revalidation.

Amendment to (d) (2)

For revalidation of ratings the following shall be submitted:

- a) evidence of proficiency check conducted by the examiner of the State of Operator, accompanied with a copy of the license and special purposes examiner authorization;

b) evidence from aviation authority of the State of Operator on its eligibility for revalidation.

Proficiency check shall be conducted under the supervision of inspectors from the Civil Aviation Directorate.

Amendment to (e)

Other than meeting the requirements specified in JAR-FCL 2.245 (e) for TR(H) renewal, the holder of the rating shall have completed the appropriate refresher training in a FTO, TRTO, which shall include flying hours under the Rating Renewal Program in the Training Manual.

JAR-FCL 2.246 Instrument rating - revalidation and renewal

Amendment to (b) (1) (I)

Other than meeting the requirements specified in JAR-FCL 2.246 (b)(I)(II), the applicant for IR (H) renewal shall have completed the appropriate refresher training in a FTO, TRTO under the approved program in the Training Manual.

If the applicant combines IR (H) renewal with the TR(H) renewal under JAR-FCL 2.246(b), flying hours shall be conducted according to Instrument Flight Rules.

JAR-FCL 2.480 Theoretical examination procedures

Theoretical examinations for obtaining a PPL (H) shall be conducted, upon the applicant's choice, in Serbian or English.

Theoretical examinations for professional or transport helicopter pilot license including IR shall be conducted in English.