



CIVIL AVIATION
DIRECTORATE
OF THE REPUBLIC
OF SERBIA

FLIGHT CREW DEPARTMENT

Long Term Exemption List

JAR-FCL 1 / JAR-FCL 2 / JAR-FCL 4

(extract of exemptions that are not Withdrawn , published in JAR-FCL X Amdt. Y)

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Overview - Long Term Exemption – December 2007

Ref #	Long Term Exemption	JAR-FCL reference	agreed	In NPA	Valid thru
1	If the type rating is to be endorsed on a national license during the transitional period, the requirement of the JAR-FCL 1.285 may be substituted by the national ATPL(A/H) theoretical examination.	JAR-FCL 1.250 (a)(4) and 2.250(a)(3)	FCL/C 1999/3	no	
22	Exemption to JAR-FCL 1.015 paragraph (b)(2) on further validations.	JAR-FCL 1.015	LST # 6 Full and LST # 13 Full LST # 21 Full	-	Dec 2008
30	Amendment to paragraph(a) : Before being permitted to begin an approved course of training for a FI(A) rating an applicant shall have: Appendix 1 at least a CPL(A) or completed at least 200 hours of flight time of which at least 150 hours shall be as pilot-in-command if holding a PPL(A);	JAR-FCL 1.335	LST # 3 Full	NPA-FCL 1 – 19	
31	Amendment to paragraph 5 Appendix 1 Subject to any other conditions in JAR-FCL, an applicant shall be deemed to have successfully completed the theoretical knowledge examinations for the PPL(A)/(H) when awarded a pass in all parts within a period of 18 months.	Appendix 1 to JARFCL 1.130 & 1.135 and Appendix 1 to JAR-FCL 2.130 & 2.135	LST # 3 Full	NPA-FCL 1 – 19 and 2 – 20	
47	» New paragraph JAR-FCL 2.245(b)(4) and renumber actual (b)(4) into (b)(5) JAR–FCL 2.245 Type ratings – Validity, revalidation and renewal (See Appendices 1 and 3 to JAR–FCL 2.240) <i>(b)(4) for single engine turbine helicopters of a maximum gross weight of 3175 kg, at least the proficiency check in accordance with JARFCL 2.245 (b)(1) on one of the applicable types held provided that the applicant has :</i> <i>(i) completed 300 hours as pilot-in-command of helicopter; and</i> <i>(ii) completed 15 hours as pilot on the type(s) to which that revalidation proficiency check shall carry across, and</i> <i>(iii) at least 2 hours pilot-in-command flight time on the other type(s) during the validity period to which that revalidation proficiency check shall carry across.</i> <i>(iv) performed consecutive revalidations on different types.</i>	JAR-FCL 2.245	LST # 11	NPA-FCL 2-20	
48	» Amendment of text in (a): JAR–FCL 2.325 FI(H) – Restricted privileges <i>(a) Restricted period.</i> Until the holder of a FI(H) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights <i>air exercises</i> , the privileges of the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI(H).	JAR-FCL 2.325(a)	LST # 12	NPA-FCL 25	

49	<p>JAR–FCL 2.335 FI(H)–Pre-requisite requirements (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 have: (a) completed at least 300250 hours of flight time of which at least 100 hours shall be as pilot-in-command if holding a ATPL(H) or CPL(H) or 200 hours as pilot-in-command if holding a PPL(H);</p>	JAR-FCL 2.335	LST # 12	NPA-FCL 25	
50	<p>Appendix 1 to JAR-FCL 2.261(b) See Annex II for the text !</p>	Appendix 1 to JARFCL 2.261(b)	LST # 12	NPA-FCL 25	
52	<p>JAR–FCL 1.040 Decrease in medical fitness JAR–FCL 3.040 Decrease in medical fitness (a) <i> Holders of medical certificates 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.</i> (b) Holders of medical certificates 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 shall be sought from the AMS, an AMC, or an AME. Further advice is given in IEM FCL 3.040. (c) Holders of medical certificates 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) any significant personal injury involving incapacity to function as a member of a flight crew; or (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 AMS or the AME, who shall subsequently inform the AMS, in writing of such injury or pregnancy, and 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 by the AME in consultation with the AMS being medically examined assessed by the AME or under arrangements made by the Authority AMS and being pronounced fit to function as a member of the flight crew, or upon the Authority AMS exempting, subject to such conditions as it thinks fit appropriate, the holder from the requirement of a medical examination; and (5) in the case of pregnancy, the suspension may be lifted by the AME in consultation with the AMS or by the Authority for such period and subject to such conditions as it thinks fit appropriate (see JAR–FCL 3.195(c) and 3.315(c)) and shall cease upon the holder being medically examined assessed by the AME or under arrangements made by the Authority after the pregnancy has ended and being pronounced fit to resume her functions as a member</p>	JAR-FCL 1.040 and JAR-FCL 3.040	LST # 13 Full	NPA-FCL 28	

	of the flight crew. If an AME assesses a pregnant Class 1 pilot as fit Class 1, a multi-pilot (Class 1 'OML') limitation shall be entered. At the end of the pregnancy and following fit assessment by an AME the multi-pilot (Class 1 'OML') limitation may be removed by the AME, informing the AMS.				
63	JAR-FCL 1.445 Class rating examiner (aeroplane) (CRE(A)) – Privileges/Requirements The privileges of a CRE(A) are to conduct: (a) skill tests for the issue of class and type ratings for single-pilot aeroplanes; (b) proficiency checks for revalidation or renewal of class and type ratings for single-pilot aeroplanes and revalidation or renewal , where specially authorised by the Authority , of instrument ratings; provided that the examiner holds or has held a professional pilot licence (A) and holds a PPL(A) and has completed not less than 500 hours as a pilot of aeroplanes.	JAR-FCL 1.445	LST # 15	NPA-FCL 34	
64	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: In row (k) and (l) column 3, the wording : <u>night qualification, if applicable</u> . Could bring confusion. Insert in the table of the appendix 1 to JAR-FCL 2.005 , JAR-CPL(H) license restricted to day VFR operations only if the holder of a CPL(H) has never got the night training. See Annex III to this Overview	Appendix 1 to JARFCL 2.005	LST # 16	NPA-FCL 34	
65	JAR-FCL 1.246 Instrument Rating, revalidation and renewal (See JAR-FCL 1.185) (See Appendix 1 to JAR-FCL 1.246) (b) <i>Renewal</i> (1) If an instrument rating, has expired, the applicant shall (i) meet refresher training and additional requirements as determined by the Authority, and (ii) complete section 3b of Appendix 3 to JAR-FCL 1.240 including the flight preparation as a skill test. Comply with the requirements of paragraph (a)(2) above. The rating will be valid from the date of completion of the renewal requirements.	JAR-FCL 1.246	LST # 18	NPA-FCL 34	
66	Appendix 1 to JAR-FCL 1.005 Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorization issued in a JAA Member State (See JAR-FCL 1.005(b)(3)) (See AMC FCL 1.005 & 1.015) (See AMC FCL 1.125) See ANNEX IV rows (d) and (e) !	Appendix 1 to JARFCL 1.005 Rows (d) and (e).	LST # 18	Partly included in NPA-FCL 34 (only paragraph (d))	
67 68 69 70 71	NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6	Appendix 2 to JAR-FCL 1.050 Appendix 3 to JAR-FCL 1.050 Appendix 4 to JAR-FCL 1.050 Appendix 3 to JAR-FCL 1.055 Appendix 1 to JAR-FCL 1.125	LST # 20	NPA-FCL 34	

72	<p>Appendix 1 to JAR–FCL 1.160 & 1.165(a)(1) ATP(A) integrated course (See JAR–FCL 1.160, 1.165 & 1.170) (See Appendix 1 and 2 to JAR–FCL 1.170) (See Appendix 1 and 2 to JAR–FCL 1.210) (See AMC FCL 1.160 & 1.165(a)(1)) (See Appendix 1 to JAR-FCL 1.470) (See IEM FCL 1.170) <i>Amend paragraph 10</i> THEORETICAL KNOWLEDGE 10 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved ATP(A) theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. The 750 hours of instruction shall be divided between subjects as approved by the Authority, in such a way that in each subject the minimum hours are: Subject hours Air Law 40 Aircraft General Knowledge 80 Flight Performance & Planning 90 Human Performance & Limitations 50 Meteorology 60 Navigation 150 Operational Procedures 20 Principles of Flight 30 Communications 30 Other sub-division of hours may be agreed between the Authority and the FTO.</p>	Appendix 1 to JAR–FCL 1.160 & 1.165(a)(1)	LST # 20	NPA-FCL 34	
73	<p>Appendix 1 to JAR–FCL 1.160 & 1.165(a)(2) CPL(A)/IR integrated course (See JAR–FCL 1.160, 1.165 & 1.170) (See Appendix 1 and 2 to JAR–FCL 1.170) (See Appendix 1 and 2 to JAR–FCL 1.210) (See AMC FCL 1.160 & 1.165(a)(2)) (See Appendix 1 to JAR-FCL 1.470) (See IEM FCL 1.170) <i>Amend paragraph 10</i> 10 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. The 500 hours (1 hour = 60 minutes instruction) of instruction shall be divided between subjects as approved by the Authority, in such a way that in each subject the minimum hours are: Subject hours Air Law 30 Aircraft General Knowledge 50 Flight Performance & Planning 60 Human Performance & Limitations 15 Meteorology 40</p>	Appendix 1 to JAR–FCL 1.160 & 1.165(a)(2)	LST # 20	NPA-FCL 34	

	<p>Navigation 100 Operational Procedures 10 Principles of Flight 25 Communications 30 Other sub-divisions of hours may be agreed between the Authority and the FTO.</p>				
74 75 76 78	<p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</p>	<p>Appendix 1 to JAR-FCL 1.160 & 1.165(a)(3) Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4) Appendix 1 to JAR-FCL 1.205 Appendix 1 to JAR-FCL 1.285</p>	LST # 20	NPA-FCL 34	
79	<p>JAR-FCL 1.355 FI(A) – Revalidation and renewal (See Appendices 1 and 2 to JAR-FCL 1.330 & 1.345) (See AMC FCL 1.355(a)(2)) (See IEM FCL 1.355) <i>Amend paragraph (a)(1)</i> (a) For revalidation of a FI(A) rating the holder shall fulfil two of the following three requirements: (1) completed at least 50 400-hours of flight instruction on aeroplanes as FI, CRI, IRI or as examiner during the period of validity of the rating, including at least 15 30 hours of flight instruction within the 12 months preceding the expiry date of the FI rating, 10 hours of this 15 30-hours shall be instruction for an IR if the privileges to instruct for IR are to be revalidated;</p>	JAR-FCL 1.355	LST # 20	NPA-FCL 34	
80 81 82 83	<p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</p>	<p>JAR-FCL 1.470 JAR-FCL 1.475 Appendix 1 to JAR-FCL 1.470 AMC FCL 1.125</p>	LST # 20	NPA-FCL 34	
84	<p>AMC FCL 1.340 Flight instructor rating (aeroplane) (FI(A)) course See JAR-FCL 1.340 See Appendix 1 to JAR-FCL 1.340 <i>Amend Long Briefing Exercise 1 (page 2-H-8)</i> LONG BRIEFING EXERCISE 1 AEROPLANE FAMILIARISATION Objectives Introduction to the aeroplane Explanation of the cockpit layout Aeroplane and engine systems Check lists, drills, controls Propeller safety - Precautions general - Precautions before and during hand turning - Hand swinging technique for starting (if applicable to type) Differences when occupying the instructor's seat EMERGENCY DRILLS Action in the event of fire in the air and on the ground – engine cabin and electrical Systems failures as applicable to type Escape drills – location and use of emergency equipment and exits.</p>	AMC FCL 1.340	LST # 20	NPA-FCL 34	

85 86 87	NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6		LST # 20	NPA-FCL 34	
88.....108	NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4		LST # 20	NPA-FCL 34	
109	<p>Appendix 3 to JAR-FCL 1.240 Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot aeroplanes (See JAR-FCL 1.240 through 1.262 and 1.295) (See Appendix 1 to JAR-FCL 1.246) Add reference to Appendix 1 to JAR-FCL 1.246 under the title and amend paragraph 3 3 The starred (*) items of section 3B and, for multi multi engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type/class rating will be restricted to VFR only. For cross-crediting of the IR part of a type or class rating proficiency check see Appendix 1 to JAR-FCL 1.246.</p>				
110	<p>Appendix 1 to JAR-FCL 1.246 Cross-crediting of the IR part of a type or class rating proficiency check (See JAR-FCL 1.246) (See Appendix 3 to JAR-FCL 1.240) Add reference to Appendix 3 to JAR-FCL 1.240 under the title and amend table and text below the table See ANNEX XI</p>				
111	<p>Appendix 1 to JAR-FCL 1.520 & 1.525 MPL(A) – Integrated Multi-Crew Pilot Licence training course (See JAR-FCL 1.520) (See JAR-FCL 1.525) (See JAR-FCL 1.535) (See Appendix 1a to JAR-FCL 1.055) (See Appendix 1 to JAR-FCL 1.240 & 1.295) (See Appendix 2 to JAR-FCL 1.240 & 1.295) (See Appendix 1 to JAR-FCL 1.261(c)(2)) (See Appendix 1 to JAR-FCL 1.535) (See Appendix 2 to JAR-FCL 1.535) (See Appendix 1 to JAR-FCL 1.470) (See AMC FCL 1.261(a)) (See AMC FCL 1.520 & 1.525) (See IEM No. 1 to Appendix 1 to JAR-FCL 1.520 & 1.525) (See IEM No. 2 to Appendix 1 to JAR-FCL 1.520 & 1.525) (See JAR-OPS 1.945) Amend paragraph 9 THEORETICAL KNOWLEDGE 9 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved ATPL(A) theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes</p>				

instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

The 750 hours of instruction shall be divided **between subjects as approved by the Authority**, in such a way that in each subject the minimum hours are:

Subject hours

Air Law 40

Aircraft General Knowledge 80

Flight Performance & Planning 90

Human Performance 50

Meteorology 60

Navigation 150

Operational Procedures 20

Principles of Flight 30

Communications 30

Other sub-division of hours may be agreed between the Authority and the FTO.

The theoretical knowledge instruction for the type rating shall be in accordance with Appendix 1 to JAR-FCL 1.261(a).

Annex II , III, IV rows (d) and (e), XI see on link http://www.jaa.nl/licensing/licensing_longterm_frame.html