مقررات هوایی کشوری جمهوری اسلامی ایران

Civil Aviation Regulation of IR.IRAN

مقررات گواهی‌نامه‌های عملیاتی

Regulation on Civil Aviation Air Crew (Air Crew)

Date: NOV. 2019
Issue: 01
Rev: 04
# RECORD OF CHANGES

<table>
<thead>
<tr>
<th>Type of Change</th>
<th>Date of Change</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>APRIL 2017</td>
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</tr>
<tr>
<td>Rev.01</td>
<td>JAN 2018</td>
<td>Part MED.D.015(a)2</td>
</tr>
<tr>
<td>Rev.02</td>
<td>MAR. 2018</td>
<td>The period of validation of licenses issued by other contracting states don’t limited to 1 year. The validation shall not extend beyond the period of validity of the basic licence. (point 2 of Part III) proficiency check and medical certificate for validation licenses from basic licensing authority are accepted. (point (a), (d) of 3 and point (a), (b) of 4 and point(d) of 5 of part III) A PPL/BPL/SPL, a CPL, an ATPL licence or rating(s) issued in compliance with the requirements of Annex 1 to the Chicago Convention by another country may be converted into a Part-FCL PPL/BPL/SPL, a CPL, an ATPL license or rating(s). (point 1, 2 B of Part III) For CPL and CPL/IR integrated course, 100% of the hours flown in ATO as a trainee and 50% of the rest of the hours flown prior to the course shall be credited (point 3 of C, D of appendix 3).</td>
</tr>
<tr>
<td>Rev.03</td>
<td>Aug. 2018</td>
<td>Article 10(b) for accepting qualification certificate issued by all ICAO member state. FCL.060(d) in respect of recent experience for pilot other than commercial air transport. ORA.GEN.200(d) in respect of applicability of safety management system. AeMC, FSTD operating organisation or ATO responsible for ground training only may comply with requirement relevant to safety management system. Inserting new requirement for Flight Engineer and Flight Navigator.</td>
</tr>
<tr>
<td>Rev.04</td>
<td>Nov.2019</td>
<td>Article 10 was modified. Article 11(a) was modified. FCL.905.FI was amended. FCL.1010.SFE was amended. PARTII (A) &quot;Conditions for conversion of military license to Part FCL” was added. SUBPART CCTO was added.</td>
</tr>
</tbody>
</table>
# Air Crew Regulation

**TABLE OF CONTENTS**

| RECORD OF CHANGES | ................................................................................................................. | 1 |
| TABLE OF CONTENTS | ................................................................................................................. | 1 |
| ARTICLES (Cover Regulation) | ................................................................................................................. | 1 |
| ARTICLE 1 Subject Matter | ................................................................................................................. | 1 |
| ARTICLE 2 Definitions | ................................................................................................................. | 1 |
| ARTICLE 3 Pilot Licensing and Medical Certification | ............................................................................................................. | 2 |
| ARTICLE 4 Existing Pilots’ Licences | ................................................................................................................. | 2 |
| ARTICLE 5 Existing National Pilots’ Medical Certificates and Aero-Medical Examiners Certificates | ............................................................................................................. | 4 |
| ARTICLE 6 Conversion of Flight Test Qualifications | ............................................................................................................. | 4 |
| ARTICLE 7 Existing National Flight Engineers’ Licences | ................................................................................................................. | 4 |
| ARTICLE 8 Conditions for the Acceptance of Licences from Other Countries | ............................................................................................................. | 5 |
| ARTICLE 9 Credit for Training Commenced Prior to the Application of this Regulation | ............................................................................................................. | 5 |
| ARTICLE 9A Type Rating Training and Operational Suitability Data | ............................................................................................................. | 6 |
| ARTICLE 10 Credit for Pilot Licences Obtained During Military Service | ............................................................................................................. | 6 |
| ARTICLE 10A Pilot Training Organisations | ................................................................................................................. | 6 |
| ARTICLE 10B Flight Simulation Training Devices | .................................................................................................................. | 7 |
| ARTICLE 10C Aero-Medical Centres | ...................................................................................................................... | 7 |
| ARTICLE 11 Cabin Crew Medical Fitness | ...................................................................................................................... | 7 |
| ARTICLE 11A Cabin Crew Qualifications and Related Attestations | ................................................................................................................ | 8 |
| ARTICLE 11B Oversight Capabilities | ...................................................................................................................... | 9 |
| ARTICLE 12 Entry into Force and Application | ...................................................................................................................... | 9 |
| GENERAL REQUIREMENTS | ............................................................................................................... | 10 |
| FCL.001 CAO.IRI | ............................................................................................................... | 10 |
| FCL.005 Scope | ............................................................................................................... | 10 |
| FCL.010 Definitions | ............................................................................................................... | 10 |
| FCL.015 Application and Issue, Revalidation and Renewal of Licences, Ratings and Certificates | ............................................................................................................... | 15 |
| FCL.020 Student Pilot | ............................................................................................................... | 15 |
| FCL.025 Theoretical Knowledge Examinations for the Issue of Licences and Ratings | ............................................................................................................... | 16 |
| FCL.030 Practical Skill Test | ...................................................................................................................... | 17 |
| FCL.035 Crediting of Flight Time and Theoretical Knowledge | ............................................................................................................... | 17 |
| FCL.040 Exercise of the Privileges of Licences | ...................................................................................................................... | 18 |
| FCL.045 Obligation to Carry and Present Documents | ...................................................................................................................... | 19 |
| FCL.050 Recording of Flight Time | ...................................................................................................................... | 19 |
| FCL.055 Language Proficiency | ...................................................................................................................... | 19 |
| FCL.060 Recent Experience | ...................................................................................................................... | 20 |
| FCL.065 Curtailment of Privileges of Licence Holders Aged 60 Years or More in Commercial Air Transport | ...................................................................................................................... | 22 |
| FCL.070 Revocation, Suspension and Limitation of Licences, Ratings and Certificates | ...................................................................................................................... | 22 |
| LIGHT AIRCRAFT PILOT LICENCE — LAPL | ............................................................................................................. | 23 |
| COMMON REQUIREMENTS | ............................................................................................................. | 23 |
| FCL.100 LAPL — Minimum Age | ............................................................................................................. | 23 |
| FCL.105 LAPL — Privileges and Conditions | ............................................................................................................. | 23 |
| FCL.110 LAPL — Crediting for the Same Aircraft Category | ............................................................................................................. | 23 |
| FCL.115 LAPL — Training Course | ............................................................................................................. | 23 |
| FCL.120 LAPL — Theoretical Knowledge Examination | ............................................................................................................. | 23 |
| FCL.125 LAPL — Skill Test | ............................................................................................................. | 24 |
| SPECIFIC REQUIREMENTS FOR THE LAPL FOR AEROPLANES — LAPL(A) | ................................................................................ | 25 |
| FCL.105.A LAPL(A) — Privileges and Conditions | ............................................................................................................. | 25 |
Air Crew Regulation

FCL.110.A LAPL (A) — EXPERIENCE REQUIREMENTS AND CREDITHING .......................................................... 25
FCL.135.A LAPL(A) — EXTENSION OF PRIVILEGES TO ANOTHER CLASS OR VARIANT OF AEROPLANE .................. 25
FCL.140.A LAPL(A) — RECENCY REQUIREMENTS ......................................................................................... 26
SPECIFIC REQUIREMENTS FOR THE LAPL FOR HELICOPTERS — LAPL(H) ...................................................... 26
FCL.105.H LAPL(H) — PRIVILEGES .............................................................................................................. 26
FCL.110.H LAPL(H) — EXPERIENCE REQUIREMENTS AND CREDITHING...................................................... 27
FCL.135.H LAPL(H) — EXTENSION OF PRIVILEGES TO ANOTHER TYPE OR VARIANT OF HELICOPTER .......... 27
FCL.140.H LAPL(H) — RECENCY REQUIREMENTS ......................................................................................... 28
SPECIFIC REQUIREMENTS FOR THE LAPL FOR SAILPLANES — LAPL(S) ....................................................... 28
FCL.105.S LAPL(S) — PRIVILEGES AND CONDITIONS ..................................................................................... 28
FCL.110.S LAPL(S) — EXPERIENCE REQUIREMENTS AND CREDITHING....................................................... 28
FCL.130.S LAPL(S) — LAUNCH METHODS ...................................................................................................... 29
FCL.135.S LAPL(S) — EXTENSION OF PRIVILEGES TO TMG ......................................................................... 29
FCL.140.S LAPL(S) — RECENCY REQUIREMENTS .......................................................................................... 30
SPECIFIC REQUIREMENTS FOR THE LAPL FOR BALLOONS — LAPL(B) ....................................................... 31
FCL.105.B LAPL(B) — PRIVILEGES .................................................................................................................. 31
FCL.110.B LAPL(B) — EXPERIENCE REQUIREMENTS AND CREDITHING..................................................... 31
FCL.130.B LAPL(B) — EXTENSION OF PRIVILEGES TO TETHERED FLIGHTS .................................................. 31
FCL.135.B LAPL(B) — EXTENSION OF PRIVILEGES TO ANOTHER BALLOON CLASS .................................. 32
FCL.140.B LAPL(B) — RECENCY REQUIREMENTS .......................................................................................... 32
PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL) AND BALLOON PILOT LICENCE (BPL) ........... 33
COMMON REQUIREMENTS .................................................................................................................................. 33
FCL.200 MINIMUM AGE .................................................................................................................................... 33
FCL.205 CONDITIONS........................................................................................................................................ 33
FCL.210 TRAINING COURSE ............................................................................................................................ 33
FCL.215 THEORETICAL KNOWLEDGE EXAMINATION .................................................................................... 33
FCL.235 SKILL TEST .......................................................................................................................................... 34
SPECIFIC REQUIREMENTS FOR THE PPL AEROPLANES — PPL(A) ............................................................. 34
FCL.205.A PPL(A) — PRIVILEGES .................................................................................................................... 34
FCL.210.A PPL(A) — EXPERIENCE REQUIREMENTS AND CREDITHING....................................................... 35
SPECIFIC REQUIREMENTS FOR THE PPL HELICOPTERS — PPL(H) ............................................................. 36
FCL.205.H PPL(H) — PRIVILEGES .................................................................................................................... 36
FCL.210.H PPL(H) — EXPERIENCE REQUIREMENTS AND CREDITHING....................................................... 36
SPECIFIC REQUIREMENTS FOR THE PPL AIRSHIPS — PPL(As) ................................................................. 37
FCL.205.AS PPL(As) — PRIVILEGES .................................................................................................................. 37
FCL.210.AS PPL(As) — EXPERIENCE REQUIREMENTS AND CREDITHING.................................................... 37
SPECIFIC REQUIREMENTS FOR THE SAILPLANE PILOT LICENCE (SPL) ...................................................... 37
FCL.205.S SPL — PRIVILEGES AND CONDITIONS ........................................................................................ 37
FCL.210.S SPL — EXPERIENCE REQUIREMENTS AND CREDITHING ......................................................... 38
FCL.220.S SPL — LAUNCH METHODS .............................................................................................................. 38
FCL.230.S SPL — RECENCY REQUIREMENTS ................................................................................................ 38
SPECIFIC REQUIREMENTS FOR THE BALLOON PILOT LICENCE (BPL) .......................................................... 39
FCL.205.B BPL — PRIVILEGES AND CONDITIONS .......................................................................................... 39
FCL.210.B BPL — EXPERIENCE REQUIREMENTS AND CREDITHING .......................................................... 39
FCL.220.B BPL — EXTENSION OF PRIVILEGES TO TETHERED FLIGHTS ........................................................ 39
FCL.225.B BPL — EXTENSION OF PRIVILEGES TO ANOTHER BALLOON CLASS OR GROUP ...................... 40
FCL.230.B BPL — RECENCY REQUIREMENTS ................................................................................................ 40
COMMERCIAL PILOT LICENCE — CPL ............................................................................................................. 41
COMMON REQUIREMENTS .................................................................................................................................. 41
Air Crew Regulation

FCL.725. A Theoretical knowledge and flight instruction for the issue of class and type ratings — .......................... 57
Aeroplanes .................................................................................................................................................. 57
FCL.730. A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course — .......................... 57
Aeroplanes .................................................................................................................................................. 57
FCL.735. A Multi-crew cooperation training course — Aeroplanes ........................................................................... 58
FCL.740. A Revalidation of class and type ratings — Aeroplanes ........................................................................... 58
Specific requirements for the helicopter category .................................................................................. 60
FCL.720. H Experience requirements and prerequisites for the issue of type ratings — Helicopters ................... 60
FCL.735. H Multi-crew cooperation training course — Helicopters ........................................................................... 61
FCL.740. H Revalidation of type ratings — Helicopters .................................................................................. 61
Specific requirements for the powered-lift aircraft category .................................................................... 63
FCL.720. PL Experience requirements and prerequisites for the issue of type ratings — Powered-lift aircraft ... 63
FCL.725. PL Flight instruction for the issue of type ratings — Powered-lift aircraft ........................................... 63
FCL.740. PL Revalidation of type ratings — Powered-lift aircraft ........................................................................... 64
Specific requirements for the airship category .................................................................................. 64
FCL.720. AS Prerequisites for the issue of type ratings — Airships ..................................................................... 64
FCL.735. AS Multi-crew cooperation training course — Airships ......................................................................... 65
FCL.740. AS Revalidation of type ratings — Airships .................................................................................. 65
Additional ratings ........................................................................................................................................ 65
FCL.800 Aerobatic rating .................................................................................................................................. 65
FCL.805 Sailplane towing and banner towing ratings .................................................................................. 66
FCL.810 Night rating ........................................................................................................................................ 67
FCL.815 Mountain rating .................................................................................................................................. 67
FCL.820 Flight test rating .................................................................................................................................. 68
FCL.825 En route instrument rating (EIR) .................................................................................................. 69
FCL.830 Sailplane cloud flying rating ........................................................................................................ 72
Instructors .................................................................................................................................................. 73
Common requirements ..................................................................................................................................... 73
FCL.900 Instructor certificates ..................................................................................................................... 73
FCL.915 General prerequisites and requirements for instructors ................................................................ 74
FCL.920 Instructor competencies and assessment ...................................................................................... 75
FCL.925 Additional requirements for instructors for the MPL ...................................................................... 76
FCL.930 Training course .................................................................................................................................. 77
FCL.935 Assessment of competence ........................................................................................................... 77
FCL.940 Validity of instructor certificates ..................................................................................................... 77
FCL.945 Obligations for instructors ............................................................................................................... 77
Specific requirements for the flight instructor — FI ...................................................................................... 78
FCL.905. FI FI — Privileges and conditions .................................................................................................. 78
FCL.910. FI FI — Restricted privileges ........................................................................................................ 80
FCL.915. FI FI — Prerequisites ..................................................................................................................... 80
FCL.930. FI FI — Training course ................................................................................................................ 81
FCL.940. FI FI — Revalidation and renewal .................................................................................................. 82
Specific requirements for the type rating instructor — TRI ........................................................................... 83
FCL.905. TRI TRI — Privileges and conditions .............................................................................................. 83
FCL.910. TRI TRI — Restricted privileges .................................................................................................. 84
FCL.915. TRI TRI — Prerequisites ................................................................................................................ 85
FCL.930. TRI TRI — Training course ............................................................................................................ 86
FCL.935. TRI TRI — Assessment of competence .......................................................................................... 87
FCL.940. TRI TRI — Revalidation and renewal ............................................................................................ 87
# Air Crew Regulation

<table>
<thead>
<tr>
<th>Specific Requirements for the Class Rating Instructor — CRI</th>
<th>..................................................</th>
<th>88</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCL.905.CRI CRI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>88</td>
</tr>
<tr>
<td>FCL.915.CRI CRI — Prerequisites</td>
<td>..................................................................</td>
<td>89</td>
</tr>
<tr>
<td>FCL.930.CRI CRI — Training Course</td>
<td>..................................................................</td>
<td>89</td>
</tr>
<tr>
<td>FCL.940.CRI CRI — Revalidation and Renewal</td>
<td>..................................................................</td>
<td>90</td>
</tr>
<tr>
<td>Specific Requirements for the Instrument Rating Instructor — IRI</td>
<td>..................................................</td>
<td>90</td>
</tr>
<tr>
<td>FCL.905.IRI IRI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>90</td>
</tr>
<tr>
<td>FCL.915.IRI IRI — Prerequisites</td>
<td>..................................................................</td>
<td>91</td>
</tr>
<tr>
<td>FCL.930.IRI IRI — Training Course</td>
<td>..................................................................</td>
<td>91</td>
</tr>
<tr>
<td>FCL.940.IRI IRI — Revalidation and Renewal</td>
<td>..................................................................</td>
<td>92</td>
</tr>
<tr>
<td>Specific Requirements for the Synthetic Flight Instructor — SFI</td>
<td>..................................................</td>
<td>92</td>
</tr>
<tr>
<td>FCL.905.SFI SFI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>92</td>
</tr>
<tr>
<td>FCL.910.SFI SFI — Restricted Privileges</td>
<td>..................................................................</td>
<td>93</td>
</tr>
<tr>
<td>FCL.915.SFI SFI — Prerequisites</td>
<td>..................................................................</td>
<td>93</td>
</tr>
<tr>
<td>FCL.930.SFI SFI — Training Course</td>
<td>..................................................................</td>
<td>94</td>
</tr>
<tr>
<td>FCL.940.SFI SFI — Revalidation and Renewal</td>
<td>..................................................................</td>
<td>94</td>
</tr>
<tr>
<td>Specific Requirements for the Multi-Crew Cooperation Instructor — MCCI</td>
<td>..................................................</td>
<td>95</td>
</tr>
<tr>
<td>FCL.905.MCCI MCCI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>95</td>
</tr>
<tr>
<td>FCL.910.MCCI MCCI — Restricted Privileges</td>
<td>..................................................................</td>
<td>95</td>
</tr>
<tr>
<td>FCL.915.MCCI MCCI — Prerequisites</td>
<td>..................................................................</td>
<td>95</td>
</tr>
<tr>
<td>FCL.930.MCCI MCCI — Training Course</td>
<td>..................................................................</td>
<td>96</td>
</tr>
<tr>
<td>FCL.940.MCCI MCCI — Revalidation and Renewal</td>
<td>..................................................................</td>
<td>96</td>
</tr>
<tr>
<td>Specific Requirements for the Synthetic Training Instructor — STI</td>
<td>..................................................</td>
<td>96</td>
</tr>
<tr>
<td>FCL.905.STI STI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>96</td>
</tr>
<tr>
<td>FCL.910.STI STI — Restricted Privileges</td>
<td>..................................................................</td>
<td>96</td>
</tr>
<tr>
<td>FCL.915.STI STI — Prerequisites</td>
<td>..................................................................</td>
<td>97</td>
</tr>
<tr>
<td>FCL.930.STI STI — Training Course</td>
<td>..................................................................</td>
<td>97</td>
</tr>
<tr>
<td>FCL.940.STI Revalidation and Renewal of the STI Certificate</td>
<td>..................................................</td>
<td>98</td>
</tr>
<tr>
<td>Mountain Rating Instructor — MI</td>
<td>..................................................................</td>
<td>98</td>
</tr>
<tr>
<td>FCL.905.MI MI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>98</td>
</tr>
<tr>
<td>FCL.915.MI MI — Prerequisites</td>
<td>..................................................................</td>
<td>98</td>
</tr>
<tr>
<td>FCL.930.MI MI — Training Course</td>
<td>..................................................................</td>
<td>99</td>
</tr>
<tr>
<td>FCL.940.MI Validity of the MI Certificate</td>
<td>..................................................................</td>
<td>99</td>
</tr>
<tr>
<td>Specific Requirements for the Flight Test Instructor — FTI</td>
<td>..................................................................</td>
<td>99</td>
</tr>
<tr>
<td>FCL.905.FTI FTI — Privileges and Conditions</td>
<td>..................................................................</td>
<td>99</td>
</tr>
<tr>
<td>FCL.915.FTI FTI — Prerequisites</td>
<td>..................................................................</td>
<td>99</td>
</tr>
<tr>
<td>FCL.930.FTI FTI — Training Course</td>
<td>..................................................................</td>
<td>100</td>
</tr>
<tr>
<td>FCL.940.FTI FTI — Revalidation and Renewal</td>
<td>..................................................................</td>
<td>100</td>
</tr>
<tr>
<td>Examiners</td>
<td>..................................................................</td>
<td>101</td>
</tr>
<tr>
<td>Common Requirements</td>
<td>..................................................................</td>
<td>101</td>
</tr>
<tr>
<td>FCL.1000 Examiner Certificates</td>
<td>..................................................................</td>
<td>101</td>
</tr>
<tr>
<td>FCL.1005 Limitation of Privileges in Case of Vested Interests</td>
<td>..................................................</td>
<td>102</td>
</tr>
<tr>
<td>FCL.1010 Prerequisites for Examiners</td>
<td>..................................................................</td>
<td>102</td>
</tr>
<tr>
<td>FCL.1015 Examiner Standardisation</td>
<td>..................................................................</td>
<td>102</td>
</tr>
<tr>
<td>FCL.1020 Examiners Assessment of Competence</td>
<td>..................................................................</td>
<td>103</td>
</tr>
<tr>
<td>FCL.1025 Validity, Revalidation and Renewal of Examiner Certificates</td>
<td>..................................................</td>
<td>103</td>
</tr>
<tr>
<td>FCL.1030 Conduct of Skill Tests, Proficiency Checks and Assessments of Competence</td>
<td>..................................................</td>
<td>104</td>
</tr>
<tr>
<td>Specific Requirements for Flight Examiners — FE</td>
<td>..................................................................</td>
<td>105</td>
</tr>
<tr>
<td>FCL.1005.FE FE — Privileges and Conditions</td>
<td>..................................................................</td>
<td>105</td>
</tr>
</tbody>
</table>
Air Crew Regulation

Requirements for Pilot Medical Certificates ................................................................. 271
General .......................................................................................................................... 271
MED.B.001 Limitations to Medical Certificates .............................................................. 271
Medical Requirements for Class 1 and Class 2 Medical Certificates ............................ 273
MED.B.005 General ...................................................................................................... 273
MED.B.010 Cardiovascular System .............................................................................. 273
MED.B.015 Respiratory System ................................................................................... 276
MED.B.020 Digestive System ....................................................................................... 277
MED.B.025 Metabolic and Endocrine Systems ............................................................ 278
MED.B.030 Haematology ............................................................................................. 278
MED.B.035 Genitourinary System .............................................................................. 279
MED.B.040 Infectious Disease ................................................................................... 279
MED.B.045 Obstetrics and Gynaecology .................................................................... 280
MED.B.050 Musculoskeletal System .......................................................................... 280
MED.B.055 Psychiatry .................................................................................................. 280
MED.B.060 Psychology ................................................................................................. 281
MED.B.065 Neurology ................................................................................................. 281
MED.B.070 Visual System ............................................................................................. 282
MED.B.075 Colour Vision ............................................................................................. 284
MED.B.080 Otorhinolaryngology ................................................................................ 284
MED.B.085 Dermatology ............................................................................................. 285
MED.B.090 Oncology .................................................................................................... 285
Specific Requirements for LAPL Medical Certificates ................................................... 286
MED.B.095 Medical Examination and/or Assessment of Applicants for LAPL Medical Certificates ................................................................. 286
Requirements for Medical Fitness of Cabin Crew .......................................................... 286
General Requirements .................................................................................................. 286
MED.C.001 General ...................................................................................................... 286
MED.C.005 Aero-Medical Assessments ...................................................................... 287
Requirements for Aero-Medical Assessment of Cabin Crew ...................................... 287
MED.C.020 General ...................................................................................................... 287
MED.C.025 Content of Aero-Medical Assessments ...................................................... 287
Additional Requirements for Applicants for, or Holders of, a Cabin Crew Attestation .................................................................................. 288
MED.C.030 Cabin Crew Medical Report ....................................................................... 288
MED.C.035 Limitations ................................................................................................. 288
Aero-Medical Examiners (AME), General Medical Practitioners (GMP), Occupational
Health Medical Practitioners (OHMP) ........................................................................ 289
Aero-Medical Examiners .............................................................................................. 289
MED.D.001 Privileges ................................................................................................. 289
MED.D.005 Application ................................................................................................. 289
MED.D.010 Requirements for the Issue of an AME Certificate .................................... 289
MED.D.015 Requirements for the Extension of Privileges ............................................ 290
MED.D.020 Training Courses in Aviation Medicine ..................................................... 290
MED.D.025 Changes to the AME Certificate ............................................................... 290
MED.D.030 Validity of AME Certificates ..................................................................... 291
General Medical Practitioners (GMPs) ....................................................................... 291
MED.D.035 Requirements for General Medical Practitioners .................................... 291
Occupational Health Medical Practitioners (OHMP) ................................................ 291
MED.D.040 Requirements for Occupational Health Medical Practitioners .................. 291
Qualification of Cabin Crew Involved in Commercial Air Transport Operations .......... 293
Air Crew Regulation

GENERAL REQUIREMENTS ........................................................................................................... 293
CC.GEN.001 CAO.IRI .................................................................................................................... 293
CC.GEN.005 SCOPE ..................................................................................................................... 293
CC.GEN.015 APPLICATION FOR A CABIN CREW ATTESTATION ........................................ 293
CC.GEN.020 MINIMUM AGE .................................................................................................... 293
CC.GEN.025 PRIVILEGES AND CONDITIONS ....................................................................... 293
CC.GEN.030 DOCUMENTS AND RECORD-KEEPING ............................................................... 293
SPECIFIC REQUIREMENTS FOR THE CABIN CREW ATTESTATION ........................................... 294
CC.CCA.100 ISSUE OF THE CABIN CREW ATTESTATION .......................................................... 294
CC.CCA.105 VALIDITY OF THE CABIN CREW ATTESTATION ..................................................... 294
CC.CCA.110 SUSPENSION AND REVOCATION OF THE CABIN CREW ATTESTATION .................... 294
TRAINING REQUIREMENTS FOR CABIN CREW ATTESTATION APPLICANTS AND HOLDERS ........................................ 295
CC.TRA.215 Provision of Training ............................................................................................... 295
CC.TRA.220 Initial Training Course and Examination ................................................................ 295
CC.TRA.225 Aircraft Type or Variant Qualification(s) ................................................................. 295
CC.ATO.115 Application for an Organisation Certificate ............................................................ 296
CC.ATO.125 Terms of Approval and Privileges of an Organisation ............................................. 296
CC.ATO.130 Changes to Organisations ...................................................................................... 296
CC.ATO.135 Continued Validity ................................................................................................ 297
CC.ATO.140 Access .................................................................................................................... 297
CC.ATO.150 Findings .................................................................................................................. 297
CC.ATO.200 Organisation Requirement ..................................................................................... 297
CC.ATO.205 Contracted Activities ............................................................................................. 298
CC.ATO.210 Personnel Requirements ....................................................................................... 298
CC.ATO.215 Facility Requirements ............................................................................................ 299
CC.ATO.220 Organisation’s Management System Documentation ............................................ 299
AMC CC.ATO.220 Organisation’s Management System Documentation ................................... 300
CC.ATO.230 Record-Keeping .................................................................................................... 300
AMC1 CC.ATO.230 Record-Keeping ......................................................................................... 300
CC.ATO.235 Pre-requisites for Training ..................................................................................... 301
CC.ATO.245 Crediting ................................................................................................................ 301
Initial Training Course and Examination .................................................................................... 302
AUTHORITY REQUIREMENTS FOR AIRCREW ............................................................................ 306
GENERAL REQUIREMENTS ........................................................................................................ 306
General ....................................................................................................................................... 306
ARA.GEN.105 Definitions ........................................................................................................... 306
ARA.GEN.115 Oversight Documentation .................................................................................... 308
ARA.GEN.120 Means of Compliance ......................................................................................... 308
ARA.GEN.135 Immediate Reaction to a Safety Problem .............................................................. 308
MANAGEMENT .......................................................................................................................... 309
ARA.GEN.200 Management System ........................................................................................... 309
ARA.GEN.205 Allocation of Tasks to Qualified Entities ................................................................. 310
ARA.GEN.210 Changes in the Management System ................................................................. 311
ARA.GEN.220 Record-Keeping ................................................................................................ 311
Oversight, Certification and Enforcement ................................................................................ 312
ARA.GEN.300 Oversight ............................................................................................................. 312
ARA.GEN.305 Oversight Programme ......................................................................................... 313
ARA.GEN.310 Initial Certification Procedure – Organisations .................................................... 314
AIR CABBING CREW AT TESTATIONS

ARA.MED.150 PROCEDURE FOR ISSUE, REVALIDATION, RENEWAL OR CHANGE OF LICENCES, RATINGS, CERTIFICATES OR
ATTESTATIONS — PERSONS ......................................................................................................................... 314
ARA.MED.300 CHANGES — ORGANISATIONS .......................................................................................... 315
ARA.MED.350 FINDINGS AND CORRECTIVE ACTIONS — ORGANISATIONS .................................................. 315
ARA.MED.355 FINDINGS AND ENFORCEMENT MEASURES — PERSONS ....................................................... 317
SPECIFIC REQUIREMENTS RELATING TO FLIGHT CREW LICENSING .................................................................. 317
GENERAL .............................................................................................................................................. 317
ARA.FCL.120 RECORD-KEEPING .................................................................................................................. 317
LICENCES, RATINGS AND CERTIFICATES ........................................................................................................ 318
ARA.FCL.200 PROCEDURE FOR ISSUE, REVALIDATION OR RENEWAL OF A LICENCE, RATING OR CERTIFICATE .. 318
ARA.FCL.205 MONITORING OF EXAMINERS .................................................................................................. 318
ARA.FCL.210 INFORMATION FOR EXAMINERS ........................................................................................... 318
ARA.FCL.215 VALIDITY PERIOD .................................................................................................................... 319
ARA.FCL.220 PROCEDURE FOR THE RE-ISSUE OF A PILOT LICENCE ............................................................ 319
ARA.FCL.250 LIMITATION, SUSPENSION OR REVOCATION OF LICENCES, RATINGS AND CERTIFICATES .......... 319
THEORETICAL KNOWLEDGE EXAMINATIONS .............................................................................................. 320
ARA.FCL.300 EXAMINATION PROCEDURES ................................................................................................ 320
SPECIFIC REQUIREMENTS RELATING TO CABIN CREW .................................................................................. 321
CABIN CREW ATTESTATIONS ....................................................................................................................... 321
ARA.CC.100 PROCEDURES FOR CABIN CREW ATTESTATIONS .................................................................... 321
ARA.CC.105 SUSPENSION OR REVOCATION OF CABIN CREW ATTESTATIONS ................................................. 321
ORGANISATIONS PROVIDING CABIN CREW TRAINING OR ISSUING CABIN CREW ATTESTATIONS .................. 322
ARA.CC.200 APPROVAL OF ORGANISATIONS TO PROVIDE CABIN CREW TRAINING OR TO ISSUE CABIN CREW ATTESTATIONS .......................................................................................... 322
SPECIFIC REQUIREMENTS RELATED TO APPROVED TRAINING ORGANISATIONS (ATOs) ......................... 323
GENERAL .............................................................................................................................................. 323
ARA.ATO.105 OVERSIGHT PROGRAMME ....................................................................................................... 323
ARA.ATO.120 RECORD-KEEPING .................................................................................................................. 323
SPECIFIC REQUIREMENTS RELATED TO THE QUALIFICATION OF FLIGHT SIMULATION TRAINING DEVICES
(FSTDs) ....................................................................................................................................................... 323
GENERAL .............................................................................................................................................. 323
ARA.FSTD.100 INITIAL EVALUATION PROCEDURE ....................................................................................... 323
ARA.FSTD.110 ISSUE OF AN FSTD QUALIFICATION CERTIFICATE ................................................................. 324
ARA.FSTD.115 INTERIM FSTD QUALIFICATION ............................................................................................. 324
ARA.FSTD.120 CONTINUATION OF AN FSTD QUALIFICATION ..................................................................... 324
ARA.FSTD.130 CHANGES ............................................................................................................................. 325
ARA.FSTD.135 FINDINGS AND CORRECTIVE ACTIONS — FSTD QUALIFICATION CERTIFICATE ................. 325
ARA.FSTD.140 RECORD KEEPING .................................................................................................................. 325
SPECIFIC REQUIREMENTS RELATING TO AERO-MEDICAL CENTRES (AEMCs) ............................................ 326
GENERAL .............................................................................................................................................. 326
ARA.AE.MC.110 INITIAL CERTIFICATION PROCEDURE ................................................................................. 326
ARA.AE.MC.150 FINDINGS AND CORRECTIVE ACTIONS — AE.MC .............................................................. 326
SPECIFIC REQUIREMENTS RELATING TO AERO-MEDICAL CERTIFICATION ..................................................... 326
GENERAL .............................................................................................................................................. 326
ARA.MED.120 MEDICAL ASSESSORS .............................................................................................................. 326
ARA.MED.125 REFERRAL TO THE LICENSING AUTHORITY ............................................................................ 327
ARA.MED.130 MEDICAL CERTIFICATE FORMAT ........................................................................................ 327
ARA.MED.135 AERO-MEDICAL FORMS ......................................................................................................... 328
ARA.MED.145 GMP NOTIFICATION TO CAO.IRI ........................................................................................ 328
ARA.MED.150 RECORD-KEEPING .................................................................................................................. 328
AERO-MEDICAL EXAMINERS (AMES) .......................................................... 329
ARA.MED.200 PROCEDURE FOR THE ISSUE, REVALIDATION, RENEWAL OR CHANGE OF AN AME CERTIFICATE 329
ARA.MED.245 CONTINUING OVERSIGHT OF AMES AND GMPS ......................................................... 329
ARA.MED.250 LIMITATION, SUSPENSION OR REVOCATION OF AN AME CERTIFICATE ............................ 329
ARA.MED.255 ENFORCEMENT MEASURES ......................................................................................... 330
MEDICAL CERTIFICATION ........................................................................................................... 330
ARA.MED.315 REVIEW OF EXAMINATION reports ............................................................................. 330
ARA.MED.325 SECONDARY REVIEW PROCEDURE ............................................................................. 330
ARA.MED.330 SPECIAL MEDICAL CIRCUMSTANCES ........................................................................ 330
FLIGHT CREW LICENCE .................................................................................................................. 332
COVER PAGE .................................................................................................................................... 333
ADDITIONAL PAGES — REQUIREMENTS: ............................................................................................. 334
STANDARD FORMAT FOR CABIN CREW ATTESTATIONS .................................................................... 336
CERTIFICATE FOR APPROVED TRAINING ORGANISATIONS (ATOs) .................................................... 338
FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE ............................................ 340
CERTIFICATE FOR AEROMEDICAL CENTRES (AeMCs) ...................................................................... 343
(BLANK PAGE) .................................................................................................................................. 344
CERTIFICATE FOR AEROMEDICAL EXAMINERS (AMES) ..................................................................... 345
ORGANISATION REQUIREMENTS FOR AIRCrew .................................................................................. 347
GENERAL REQUIREMENTS .................................................................................................................. 347
GENERAL ............................................................................................................................................. 347
ORA.GEN.105 COMPETENT AUTHORITY .............................................................................................. 347
ORA.GEN.120 MEANS OF COMPLIANCE .............................................................................................. 347
ORA.GEN.125 TERMS OF APPROVAL AND PRIVILEGES OF AN ORGANISATION ................................. 348
ORA.GEN.130 CHANGES TO ORGANISATIONS ................................................................................... 348
ORA.GEN.135 CONTINUED VALIDITY .................................................................................................. 348
ORA.GEN.140 ACCESS .......................................................................................................................... 348
ORA.GEN.150 FINDINGS .................................................................................................................... 349
ORA.GEN.155 IMMEDIATE REACTION TO A SAFETY PROBLEM ............................................................ 349
ORA.GEN.160 OCCURRENCE REPORTING ............................................................................................ 349
MANAGEMENT.................................................................................................................................... 350
ORA.GEN.200 MANAGEMENT SYSTEM ................................................................................................. 350
ORA.GEN.205 CONTRACTED ACTIVITIES ............................................................................................. 351
ORA.GEN.210 PERSONNEL REQUIREMENTS ....................................................................................... 351
ORA.GEN.215 FACILITY REQUIREMENTS .............................................................................................. 351
ORA.GEN.220 RECORD-KEEPING ........................................................................................................ 351
APPROVED TRAINING ORGANISATIONS ............................................................................................. 352
GENERAL ............................................................................................................................................. 352
ORA.ATO.100 SCOPE ............................................................................................................................ 352
ORA.ATO.105 APPLICATION .................................................................................................................. 352
ORA.ATO.110 PERSONNEL REQUIREMENTS .......................................................................................... 353
ORA.ATO.120 RECORD-KEEPING ......................................................................................................... 353
ORA.ATO.125 TRAINING PROGRAMME .................................................................................................. 353
ORA.ATO.130 TRAINING MANUAL AND OPERATIONS MANUAL ............................................................. 354
ORA.ATO.135 TRAINING AIRCRAFT AND FSTDs .................................................................................... 354
ORA.ATO.140 AERODROMES AND OPERATING SITES ........................................................................... 354
ORA.ATO.145 PRE-REQUISITES FOR TRAINING ..................................................................................... 355
ORA.ATO.150 TRAINING IN OTHER COUNTRIES ................................................................................. 355
ADDITIONAL REQUIREMENTS FOR ATOs PROVIDING TRAINING FOR CPL, MPL AND ATPL AND THE ASSOCIATED RATINGS
AND CERTIFICATES ................................................................. 355
ORA.ATO.210 PERSONNEL REQUIREMENTS ........................................... 355
ORA.ATO.225 TRAINING PROGRAMME ................................................ 355
ORA.ATO.230 TRAINING MANUAL AND OPERATIONS MANUAL .................... 356
ADDITIONAL REQUIREMENTS FOR ATOs PROVIDING SPECIFIC TYPES OF TRAINING ........................................... 356
ORA.ATO.300 GENERAL ................................................................. 356
ORA.ATO.305 CLASSROOM INSTRUCTION ............................................. 356
ORA.ATO.310 INSTRUCTORS .............................................................. 357
ORA.ATO.330 GENERAL ................................................................. 357
ORA.ATO.335 FULL FLIGHT SIMULATOR ................................................. 357
ORA.ATO.350 GENERAL ................................................................. 357
ORA.ATO.355 FLIGHT TEST TRAINING ORGANISATIONS ............................ 358
REQUIREMENTS FOR ORGANISATIONS OPERATING FLIGHT SIMULATION TRAINING DEVICES (FSTDs)
AND THE QUALIFICATION OF FSTDs ................................................... 358
REQUIREMENTS FOR ORGANISATIONS OPERATING FSTDs ......................... 358
ORA.FSTD.100 GENERAL ................................................................. 358
ORA.FSTD.105 MAINTAINING THE FSTD QUALIFICATION ............................ 359
ORA.FSTD.110 MODIFICATIONS .......................................................... 359
ORA.FSTD.115 INSTALLATIONS ............................................................ 359
ORA.FSTD.120 ADDITIONAL EQUIPMENT .............................................. 360
REQUIREMENTS FOR THE QUALIFICATION OF FSTDs ............................... 360
ORA.FSTD.200 APPLICATION FOR FSTD QUALIFICATION ............................ 360
ORA.FSTD.205 CERTIFICATION SPECIFICATIONS FOR FSTDs ................. 360
ORA.FSTD.210 QUALIFICATION BASIS .................................................. 360
ORA.FSTD.225 DURATION AND CONTINUED VALIDITY .............................. 361
ORA.FSTD.230 CHANGES TO THE QUALIFIED FSTD ................................ 361
ORA.FSTD.235 TRANSFERABILITY OF AN FSTD QUALIFICATION ................ 362
ORA.FSTD.240 RECORD-KEEPING ....................................................... 362
AERO-MEDICAL CENTRES ...................................................................... 363
GENERAL ......................................................................................... 363
ORA.AEMC.105 SCOPE ........................................................................ 363
ORA.AEMC.115 APPLICATION ............................................................... 363
ORA.AEMC.135 CONTINUED VALIDITY ................................................ 363
MANAGEMENT ................................................................................. 363
ORA.AEMC.200 MANAGEMENT SYSTEM ................................................. 363
ORA.AEMC.210 PERSONNEL REQUIREMENTS ........................................ 364
ORA.AEMC.215 FACILITY REQUIREMENTS ............................................ 364
ORA.AEMC.220 RECORD-KEEPING ....................................................... 364
PART FLIGHT ENGINEER ...................................................................... 365
FCL. 2010.FE PURPOSE ...................................................................... 365
FCL. 2015.FE DEFINITIONS .................................................................. 365
FCL. 2020.FE LICENCES AND RATINGS .................................................. 365
FCL. 2025.FE REQUIREMENT FOR LICENCE AND RATINGS ....................... 366
FCL. 2030.FE APPLICATION FOR LICENCES, VALIDATIONS AND RATINGS ........ 366
FCL. 2035.FE ISSUE OF LICENCES AND RATINGS ................................... 366
FCL. 2040.FE VALIDATION OF LICENCES AND RATINGS ............................. 367
FCL. 2045.FE LANGUAGE PROFICIENCY ................................................ 367
FCL. 2050.FE DURATION OF LICENCES AND RATINGS .............................. 367
### Air Crew Regulation

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCL.2055.FE</td>
<td>Flight Engineer Log Books — General</td>
</tr>
<tr>
<td>FCL.2060.FE</td>
<td>Flight Engineer Log Books — Crediting Flight Time</td>
</tr>
<tr>
<td>FCL.2065.FE</td>
<td>Medical Requirements</td>
</tr>
<tr>
<td>FCL.2070.FE</td>
<td>Use of Psychoactive Substances</td>
</tr>
<tr>
<td>FCL.2075.FE</td>
<td>Annual Flight Review</td>
</tr>
<tr>
<td>FCL.2080.FE</td>
<td>Examination for Continued Fitness or Proficiency</td>
</tr>
<tr>
<td>FCL.2085.FE</td>
<td>Continued Fitness and Competence of Licence and Validation Holders</td>
</tr>
<tr>
<td>FCL.2090.FE</td>
<td>Offences Involving Alcohol or Drugs</td>
</tr>
<tr>
<td>FCL.2095.FE</td>
<td>Notification of Changes of Personal Details</td>
</tr>
<tr>
<td>FCL.2100.FE</td>
<td>Means of Compliance</td>
</tr>
<tr>
<td>FCL.2105.FE</td>
<td>Purpose</td>
</tr>
<tr>
<td>FCL.2110.FE</td>
<td>Eligibility Requirements</td>
</tr>
<tr>
<td>FCL.2115.FE</td>
<td>Privileges</td>
</tr>
<tr>
<td>FCL.2120.FE</td>
<td>Recent Experience Requirements</td>
</tr>
<tr>
<td>FCL.2125.FE</td>
<td>Purpose</td>
</tr>
<tr>
<td>FCL.2130.FE</td>
<td>Eligibility Requirements</td>
</tr>
<tr>
<td>FCL.2135.FE</td>
<td>Issue</td>
</tr>
<tr>
<td>FCL.2140.FE</td>
<td>Privileges</td>
</tr>
<tr>
<td>FCL.2145.FE</td>
<td>Purpose</td>
</tr>
<tr>
<td>FCL.2150.FE</td>
<td>Eligibility Requirements</td>
</tr>
<tr>
<td>FCL.2155.FE</td>
<td>Privileges and Limitations</td>
</tr>
<tr>
<td>FCL.2160.FE</td>
<td>Currency Requirements</td>
</tr>
<tr>
<td>FCL.2165.FE</td>
<td>Purpose</td>
</tr>
<tr>
<td>FCL.2170.FE</td>
<td>Eligibility Requirements</td>
</tr>
<tr>
<td>FCL.2175.FE</td>
<td>Privileges and Limitations</td>
</tr>
<tr>
<td>FCL.2180.FE</td>
<td>Currency Requirements</td>
</tr>
<tr>
<td>FCL.2185.FE</td>
<td>Purpose</td>
</tr>
<tr>
<td>FCL.2190.FE</td>
<td>Examinations</td>
</tr>
<tr>
<td>FCL.2195.FE</td>
<td>Arrangements and Validity</td>
</tr>
<tr>
<td>FCL.2200.FE</td>
<td>Cheating or Other Unauthorized Conduct</td>
</tr>
<tr>
<td>FCL.2205.FE</td>
<td>Flight Tests — General Procedures</td>
</tr>
<tr>
<td>FCL.2210.FE</td>
<td>Applicability</td>
</tr>
<tr>
<td>FCL.2215.FE</td>
<td>Recency Requirements</td>
</tr>
<tr>
<td>PART FLIGHT NAVIGATOR</td>
<td></td>
</tr>
<tr>
<td>FCL.2010.FN</td>
<td>Applicability</td>
</tr>
<tr>
<td>FCL.2015.FN</td>
<td>Certification of Foreign Flight Crew Members Other Than Pilots</td>
</tr>
<tr>
<td>FCL.2020.FN</td>
<td>Certificates and Ratings Required</td>
</tr>
<tr>
<td>FCL.2025.FN</td>
<td>Application and Issue</td>
</tr>
<tr>
<td>FCL.2030.FN</td>
<td>Offenses Involving Alcohol or Drugs</td>
</tr>
<tr>
<td>FCL.2035.FN</td>
<td>Refusal to Submit to an Alcohol Test or to Furnish Test Results</td>
</tr>
<tr>
<td>FCL.2040.FN</td>
<td>Duration of Certificates</td>
</tr>
<tr>
<td>FCL.2045.FN</td>
<td>Change of Name; Replacement of Lost or Destroyed Certificate</td>
</tr>
<tr>
<td>FCL.2050.FN</td>
<td>Tests: General Procedure</td>
</tr>
<tr>
<td>FCL.2055.FN</td>
<td>Written Tests: Cheating or Other Unauthorized Conduct</td>
</tr>
<tr>
<td>FCL.2060.FN</td>
<td>Operations During Physical Deficiency</td>
</tr>
<tr>
<td>FCL.2065.FN</td>
<td>Applications, Certificates, Logbooks, Reports, and Records; Falsification, Reproduction, or Alteration</td>
</tr>
<tr>
<td>FCL.2070.FN</td>
<td>Special Purpose Flight Navigator Certificates</td>
</tr>
<tr>
<td>FCL.2075.FN</td>
<td>Means of Compliance</td>
</tr>
<tr>
<td>Code</td>
<td>Title</td>
</tr>
<tr>
<td>----------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>FCL.2080.FN</td>
<td>ELIGIBILITY REQUIREMENTS; GENERAL</td>
</tr>
<tr>
<td>FCL.2085.FN</td>
<td>INITIAL ISSUE; KNOWLEDGE REQUIREMENTS</td>
</tr>
<tr>
<td>FCL.2090.FN</td>
<td>INITIAL ISSUE; EXPERIENCE REQUIREMENTS</td>
</tr>
<tr>
<td>FCL.2095.FN</td>
<td>INITIAL ISSUE; SKILL REQUIREMENTS</td>
</tr>
<tr>
<td>FCL.2100.FN</td>
<td>RETESTING AFTER FAILURE</td>
</tr>
<tr>
<td>FCL.2105.FN</td>
<td>FLIGHT NAVIGATOR COURSES</td>
</tr>
<tr>
<td>FCL.2110.FN</td>
<td>RENEWAL</td>
</tr>
<tr>
<td>FCL.2115.FN</td>
<td>PURPOSE</td>
</tr>
<tr>
<td>FCL.2120.FN</td>
<td>ELIGIBILITY REQUIREMENTS</td>
</tr>
<tr>
<td>FCL.2125.FN</td>
<td>PRIVILEGES AND LIMITATIONS</td>
</tr>
<tr>
<td>FCL.2130.FN</td>
<td>CURRENCY REQUIREMENTS</td>
</tr>
<tr>
<td>FCL.2135.FN</td>
<td>PURPOSE</td>
</tr>
<tr>
<td>FCL.2140.FN</td>
<td>ELIGIBILITY REQUIREMENTS</td>
</tr>
<tr>
<td>FCL.2145.FN</td>
<td>PRIVILEGES AND LIMITATIONS</td>
</tr>
<tr>
<td>FCL.2150.FN</td>
<td>CURRENCY REQUIREMENTS</td>
</tr>
</tbody>
</table>
Articles (Cover Regulation)

Article 1 Subject matter

This Regulation lays down detailed rules for:

(0) different ratings for pilot’s licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing national pilots’ licences and of national flight engineers’ licences into pilots’ licences, as well as the conditions for the acceptance of licences from other countries;

(1) the certification of persons responsible for providing flight training or flight simulation training and for assessing pilots’ skills;

(2) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates as well as the conditions for the conversion of national medical certificates into commonly recognised medical certificates;

(3) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;

(4) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.

(5) the conditions for issuing, maintaining, amending, limiting, suspending or revoking cabin crew attestations, as well as the privileges and responsibilities of the holders of cabin crew attestations;

(6) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates of pilot training organisations and of aero-medical centres involved in the qualification and aero-medical assessment of civil aviation aircrew;

(7) the requirements for the certification of flight simulation training devices and for organisations operating and using those devices;

(8) the requirements for the administration and management system to be fulfilled by the CAO.IRI and the organisations in relation with the rules referred to in points 1 to 8.

Article 2 Definitions

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

(1) ‘Part-FCL licence’ means a flight crew licence which complies with the requirements of
PART-FCL;

(2) ‘Light aircraft pilot licence (LAPL)’ means the leisure pilot licence;

(3) ‘Credit’ means the recognition of prior experience or qualifications;

(4) ‘Credit report’ means a report on the basis of which prior experience or qualifications may be recognised;

(5) ‘Conversion report’ means a report on the basis of which a licence may be converted into a Part-FCL licence;

(6) ‘Cabin crew member’ means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;

(7) ‘Aircrew’ means flight crew and cabin crew;

**Article 3 Pilot licensing and medical certification**

(1) Without prejudice to Article 8 of this Regulation, pilots of aircraft:

- registered in I.R.IRAN, unless their regulatory safety oversight has been delegated to another country and they are not used by an operator from IRAN; or

- registered in another country and used by an operator for which I.R.IRAN ensures oversight of operations;

shall comply with the technical requirements and administrative procedures laid down in Part-FCL and Part-MED of this Regulation.

(2) Notwithstanding the privileges of the holders of licences as defined in Part-FCL of this Regulation, holders of pilot licences issued in accordance with Subpart B or C of Part-FCL of this Regulation may carry out flights referred to in Article 6(4a) of Regulation on Air Operations. This is without prejudice to compliance with any additional requirements for the carriage of passengers or the development of commercial operations defined in Subparts B or C of Part-FCL of this Regulation.

**Article 4 Existing pilots’ licences**

(1) Licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by the CAO.IRI before the applicability of this Regulation shall be converted into Part-FCL licences by the CAO.IRI.

(2) The licences shall be converted into Part-FCL licences and associated ratings or certificates in accordance with:
(a) the provisions of Part II; or

(b) the elements laid down in a conversion report.

(3) The conversion report shall:

(a) be established by the CAO.IRI;

(b) describe the national requirements on the basis of which the pilot licences were issued;

(c) describe the scope of the privileges that were given to the pilots;

(d) indicate for which requirements in Part-FCL credit is to be given;

(e) indicate any limitations that need to be included on the Part-FCL licences and any requirements the pilot has to comply with in order to remove those limitations.

(4) The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4, including copies of the relevant national requirements and procedures. When developing the conversion report, CAO.IRI shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.

(5) Notwithstanding paragraphs 1 and 3, holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.

(6) CAO.IRI may authorise a student pilot to exercise limited privileges without supervision before he/she meets all the requirements necessary for the issuance of an LAPL under the following conditions:

(a) the privileges shall be limited to its national territory or a part of it;

(b) the privileges shall be restricted to a limited geographical area and to single-engine piston aeroplanes with a maximum take-off mass not exceeding 2 000 kg, and shall not include the carriage of passengers;

(c) those authorisations shall be issued on the basis of an individual safety risk assessment carried out by an instructor following a concept safety risk assessment carried out by the CAO.IRI;

(7) Until 8 April 2019, CAO.IRI may issue an authorisation to a pilot to exercise specified limited privileges to fly aeroplanes under instrument flight rules before the pilot complies with all of the requirements necessary for the issue of an instrument rating in accordance with this Regulation, subject to the following conditions:

(a) CAO.IRI shall only issue these authorisations when justified by a specific local need
which cannot be met by the ratings established under this Regulation;

(b) the scope of the privileges granted by the authorisation shall be based on a safety risk assessment carried out by CAO.IRI, taking into account the extent of training necessary for the intended level of pilot competence to be achieved;

(c) the privileges of the authorisation shall be limited to the airspace of I.R.IRAN’s national territory or parts of it;

(d) the authorisation shall be issued to applicants having completed appropriate training with qualified instructors and demonstrated the required competencies to a qualified examiner, as determined by CAO.IRI;

(e) CAO.IRI shall monitor the activities associated with the authorisation to ensure an acceptable level of safety and take appropriate action in case of identifying an increased risk or any safety concerns;

(f) CAO.IRI shall carry out a review of the safety aspects of the implementation of the authorisation.

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

(1) CAO.IRI shall replace pilots’ medical certificates and aero-medical examiners’ certificates with certificates complying with the format laid down in Part-ARA by 8 April 2017 at the latest.

(2) Pilot medical certificates and aero-medical examiners’ certificates issued by CAO.IRI before this Regulation applies shall remain valid until the date of their next revalidation or until 8 April 2017, whichever is the earlier.

(3) The revalidation of the certificates referred to in paragraphs 1 and 2 shall comply with the provisions of Part-MED.

Article 6 Conversion of flight test qualifications

(1) Pilots who before this Regulation applies conducted flight tests, or who provided instruction to flight test pilots shall have their flight test qualifications converted into flight test ratings in accordance with Part-FCL of this Regulation and, where applicable, flight test instructor certificates by the State that issued the flight test qualifications.

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

Article 7 Existing national flight engineers’ licences

(1) In order to convert flight engineer licences, issued in accordance with Annex 1 to the
Chicago Convention, into Part-FCL licences, holders shall apply to CAO.IRI.

(2) Flight engineer licences shall be converted into Part-FCL licences in accordance with a conversion report that complies with the requirements set out in Article 4(4) and (5).

(3) When applying for the airline transport pilot licence (ATPL) for aeroplanes, the provisions on credit in FCL.510.A(c)(2) of Part-FCL shall be complied with.

Article 8 Conditions for the acceptance of licences from other countries

(1) The CAO.IRI may accept other country licences, ratings or certificates, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of PART III to this Regulation.

(2) Applicants for Part-FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by another country shall comply with all the requirements of Part-FCL of this Regulation, except that the requirements of course duration, number of lessons and specific training hours may be reduced.

(3) The credit given to the applicant shall be determined by CAO.IRI.

(4) Holders of an ATPL issued by or on behalf of another country in accordance with Annex 1 to the Chicago Convention who have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Part-FCL of this Regulation may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the other country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.

(5) Aeroplane or helicopter type ratings may be issued to holders of Part-FCL licences that comply with the requirements for the issue of those ratings established by another country. Such ratings will be restricted to aircraft registered in that country. This restriction may be removed when the pilot complies with the requirements in point C.1 of PART III.

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

1. Training commenced prior to the application of this Regulation in accordance with Annex 1 to the Chicago Convention shall be given credit for the purposes of issuing Part-FCL licences on the basis of a credit report established by the CAO.IRI.

2. The credit report shall describe the scope of the training, indicate for which requirements of Part-FCL licences credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with Part-FCL licences. It shall include copies of all documents necessary to demonstrate the scope of the training and of the national regulations and procedures in accordance
Article 9a Type rating training and operational suitability data

(1) Where the Parts of this Regulation make reference to the operational suitability data established in accordance with CAO.IRI Part-21, and that data is not available for the relevant type aircraft, the applicant for a type rating training course shall comply with the provisions of CAO.IRI Part Air Crew only.

(2) Type rating training courses approved before the approval of the minimum syllabus of pilot type rating training in the operational suitability data for the relevant type of aircraft in accordance with CAO.IRI Part-21 shall include the mandatory training elements not later than two years after the operational suitability data was approved, whichever is the latest

Article 10 Credit for pilot licences obtained during military service

(1) In order for holders of military flight crew licences to obtain Part-FCL licences, they shall apply to the CAO.IRI.

a) The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Part-FCL in accordance with Part IIA and the elements of an accreditation report established by military service.

b) The credit report shall:

(a) describe the national requirements on the basis of which the military licences, ratings, certificates, authorisation and/or qualifications were issued;

(b) describe the scope of the privileges that were given to the pilots;

(c) indicate for which requirements of Part-FCL credit is to be given;

(d) indicate any limitations that need to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations;

(e) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant national requirements and procedures.

Article 10a Pilot training organisations

(1) Pilot training organisations shall comply with the technical requirements and administrative procedures laid down in Part-ARA and Part-ORA and shall be certified.

Without prejudice to Article 2, pilot training organisations shall adapt their management system, training programmes, procedures and manuals to be compliant with Part-ORA by 22 April 2017.

(2) CAO.IRI shall replace the certificates referred to in the first subparagraph of paragraph 1
with certificates complying with the format laid down in Part-ARA by 22 April 2017.

**Article 10b Flight simulation training devices**

(1) Flight simulation training devices (FSTDs) used for pilot training, testing and checking, with the exception of developmental training devices used for flight test training, shall comply with the technical requirements and administrative procedures laid down in Part-ARA and Part-ORA and shall be qualified by any ICAO member states.

(2) CAO.IRI CAD-FSTD and JAR compliant FSTD qualification certificates issued or recognised before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.

**Article 10c Aero-medical centres**

(1) Aero-medical centres shall comply with the technical requirements and administrative procedures laid down in Part-ARA and Part-ORA and shall be certified.

Aero-medical centres shall adapt their management system, training programmes, procedures and manuals to be compliant with Part-ORA by 22 April 2017.

(2) CAO.IRI shall replace aero-medical centers’ approvals issued or recognised before this Regulation complying with the format laid down in Part-ARA by 2 April 2017.

**Article 11 Cabin crew medical fitness**

(1) Cabin crew members involved in the operation of aircraft

- registered in a I.R.IRAN, unless their regulatory safety oversight has been delegated to another country and they are not used by an operator from IRAN; or

- registered in another country and used by an operator for which I.R.IRAN ensures oversight of operations

shall comply with the technical requirements and administrative procedures laid down in Part-MED.

(2) The medical examinations or assessments of cabin crew members which are still valid at the date of application of this Regulation shall be deemed to be valid according to this Regulation until the earlier of the following:

(a) the end of the validity period determined; or

(b) the end of the validity period provided for in point MED.C.005 of Part-MED.

The validity period shall be counted from the date of the last medical examination or assessment.
By the end of the validity period any subsequent aero-medical re-assessment shall be conducted in accordance with Part-MED.

**Article 11a Cabin crew qualifications and related attestations**

(3) Cabin crew members involved in commercial operation of aircraft:

- registered in a I.R.IRAN, unless their regulatory safety oversight has been delegated to another country and they are not used by an operator from IRAN; or

- registered in another country and used by an operator for which I.R.IRAN ensures oversight of operations

shall be qualified and hold the related attestation in accordance with the technical requirements and administrative procedures laid down in Part-CC and Part-ARA.

a) Cabin crew members holding, before this Regulation applies, an attestation of safety training issued in accordance with previous Regulation shall be deemed to be compliant with this Regulation; or

b) if they have not operated in commercial operations by aeroplanes for more than 5 years, they shall comply with requirement in Part CC.

(4) The attestations of safety training issued shall be replaced with cabin crew attestations complying with the format laid down in Part-ARA by 22 May 2017.

(5) Cabin crew members involved in commercial operations of helicopters on the date of application of this Regulation:

(a) shall be deemed to be compliant with the initial training requirements of Part-CC if they comply with the applicable training, checking and recency provisions of the JARs for commercial air transportation by helicopters; or

(b) if they do not comply with the applicable training, checking and recency requirements of the JARs for commercial air transportation by helicopters, they shall complete all relevant training and checking required to operate on helicopter(s), except the initial training, before being deemed to be compliant with this Regulation; or

(c) if they have not operated in commercial operations by helicopters for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Part-CC before being deemed to be compliant with this Regulation.

(6) Without prejudice to Article 2, cabin crew attestations complying with the format laid down in Part-ARA shall be issued to all cabin crew members involved in commercial operations by helicopters by 22 May 2017.
Article 11b Oversight capabilities

(1) CAO.IRI shall ensure that the necessary capability exist to ensure the oversight of all persons and organisations covered by their oversight programme, including sufficient resources to fulfil the requirements of this Regulation.

(2) Personnel authorised by CAO.IRI to carry out certification and/or oversight tasks shall be empowered to perform at least the following tasks:

(a) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;

(b) take copies of or extracts from such records, data, procedures and other material;

(c) ask for an oral explanation on site;

(d) enter relevant premises, operating sites or means of transport;

(e) perform audits, investigations, assessments and inspections, including ramp inspections and unannounced inspections; and

(f) take or initiate enforcement measures as appropriate.

(3) The tasks under paragraph 2 shall be carried out in compliance with the legal provisions of the I.R.IRAN.

Article 12 Entry into force and application

This Regulation shall enter into force and shall apply from 22 April 2017.
PART FCL

CAO.IRI Air Crew Regulation

PART-FCL

SUBPART A

GENERAL REQUIREMENTS

FCL.001 CAO.IRI

For the purpose of this Part, CAO.IRI is the authority for the issue of pilot licences or associated ratings or certificates.

FCL.005 Scope

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

FCL.010 Definitions

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

(1) "Aerobatic flight" means an intentional maneuver involving an abrupt change in an aircraft’s attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight or for instruction for licences or ratings other than the aerobatic rating.

(2) "Aeroplane" means an engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.

(3) "Aeroplane required to be operated with a co-pilot" means a type of aeroplane which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.

(4) "Aircraft" means any machine which can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface.

(5) "Airmanship" means the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

(6) "Airship" means a power-driven lighter-than-air aircraft, with the exception of hot-air airships, which, for the purposes of this Part, are included in the definition of balloon.

(7) "Balloon" means a lighter-than-air aircraft which is not engine-driven and sustains flight...
through the use of either gas or an airborne heater. For the purposes of this Part, a hot-air airship, although engine-driven, is also considered a balloon.

(8) "Basic Instrument Training Device" (BITD) means a ground-based training device which represents the student pilot’s station of a class of aeroplanes. It may use screen-based instrument panels and spring-loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight.

(9) "Category of aircraft" means a categorisation of aircraft according to specified basic characteristics, for example aeroplane, powered-lift, helicopter, airship, sailplane, free balloon.

(10) "Class of aeroplane" means a categorisation of single-pilot aeroplanes not requiring a type rating.

(11) "Class of balloon" means a categorisation of balloons taking into account the lifting means used to sustain flight.

(12) "Commercial air transport" means the transport of passengers, cargo or mail for remuneration or hire.

(13) "Competency" means a combination of skills, knowledge and attitude required to perform a task to the prescribed standard.

(14) "Competency element" means an action which constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

(15) "Competency unit" means a discrete function consisting of a number of competency elements.

(16) "Co-pilot" means a pilot operating other than as pilot-in-command, on an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

(17) "Cross-country" means a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.

(18) "Cruise relief co-pilot" means a pilot who relieves the co-pilot of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations above FL 200.

(19) "Dual instruction time" means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

(20) "Error" means an action or inaction taken by the flight crew which leads to deviations from organisational or flight intentions or expectations.
(21) "Error management" means the process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.

(22) "Full Flight Simulator" (FFS) means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system.

(23) "Flight time":

(a) for aeroplanes, touring motor gliders and powered-lift, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

(b) for helicopters, it means 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;

(c) for airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

(d) for sailplanes, it means the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;

(e) for balloons, it means the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.

(24) "Flight time under Instrument Flight Rules" (IFR) means all flight time during which the aircraft is being operated under the Instrument Flight Rules.

(25) "Flight Training Device" (FTD) means a full size replica of a specific aircraft type’s instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system, except in the case of helicopter FTD levels 2 and 3, where visual systems are required.

(26) "Flight and Navigation Procedures Trainer" (FNPT) means a training device which represents the flight deck or cockpit environment, including the assemblage of equipment and computer programmes necessary to represent an aircraft type or class in flight operations to the
extent that the systems appear to function as in an aircraft.

(27) "Group of balloons" means a categorisation of balloons, taking into account the size or capacity of the envelope.

(28) "Helicopter" means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

(29) "Instrument flight time" means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

(30) "Instrument ground time" means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices (FSTD).

(31) "Instrument time" means instrument flight time or instrument ground time.

(32) "Multi-pilot operation":

(a) for aeroplanes, it means an operation requiring at least 2 pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes;

(b) for helicopters, it means an operation requiring at least 2 pilots using multi-crew cooperation on multi-pilot helicopters.

(33) "Multi-crew cooperation" (MCC) means the functioning of the flight crew as a team of cooperating members led by the pilot-in-command.

(34) "Multi-pilot aircraft":

(a) for aeroplanes, it means aeroplanes certificated for operation with a minimum crew of at least two pilots;

(b) for helicopters, airships and powered-lift aircraft, it means the type of aircraft which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate or equivalent document.

(35) "Night" means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority, as defined by CAO.IRI. (extract from AIP)

(36) "Other training devices" (OTD) means training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.
(37) "Performance criteria" means a simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

(38) "Pilot-in-command" (PIC) means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

(39) "Pilot-in-command under supervision" (PICUS) means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.

(40) "Powered-lift aircraft" means any aircraft deriving vertical lift and in flight propulsion/lift from variable geometry rotors or engines/propulsive devices attached to or contained within the fuselage or wings.

(41) "Powered sailplane" means an aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane.

(42) "Private pilot" means a pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given, with the exclusion of instruction or examination activities, as established in this Part.

(43) "Proficiency check" means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.

(44) "Renewal" (of, e.g. a rating or certificate) means the administrative action taken after a rating or certificate has lapsed for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

(45) "Revalidation" (of, e.g. a rating or certificate) means the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

(46) "Route sector" means a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

(47) "Sailplane" means a heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine.

(48) "Single-pilot aircraft" means an aircraft certificated for operation by one pilot.

(49) "Skill test" means the demonstration of skill for a licence or rating issue, including such oral
examination as may be required.

(50) "Solo flight time" means flight time during which a student pilot is the sole occupant of an aircraft.

(51) "Student pilot-in-command" (SPIC) means a student pilot acting as pilot-in-command on a flight with an instructor where the latter will only observe the student pilot and shall not influence or control the flight of the aircraft.

(52) "Threat" means events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

(53) "Threat management" means the process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.

(54) "Touring Motor Glider" (TMG) means a specific class of powered sailplane having an integrally mounted, non-retractable engine and a non-retractable propeller. It shall be capable of taking off and climbing under its own power according to its flight manual.

(55) "Type of aircraft" means a categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with Part-21, and which include all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.

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

a) An application for the issue, revalidation or renewal of pilot licences and associated ratings and certificates shall be submitted to CAO.IRI. The application shall be accompanied by evidence that the applicant complies with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Part and Part-Medical.

b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by CAO.IRI.

c) A person shall not hold at any time more than one licence per category of aircraft issued in accordance with this Part.

**FCL.020 Student pilot**

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

b) Before his/her first solo flight, a student pilot **shall** be at least:
(1) in the case of aeroplanes, helicopters and airships: 18 years of age;

(2) in the case of sailplanes and balloons: 16 years of age.

FCL.025 Theoretical knowledge examinations for the issue of licences and ratings

a) Responsibilities of the applicant

(1) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or rating under the responsibility of the CAO.IRI.

(2) Applicants shall only take the theoretical knowledge examination when recommended by the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.

(3) If the applicant has failed to attempt theoretical knowledge examination, the need for further training shall be determined by the ATO, based on the needs of the applicant.

b) Pass standards

(1) A pass in a theoretical knowledge examination paper will be awarded to an applicant achieving at least 70% of marks allocated. There would be 1% of marks penalty for each 4 wrong answer.

(2) Unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all the required examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.

(3) If an applicant has failed to pass one of the theoretical knowledge examination papers within 4 attempts, or has failed to pass all papers within either 6 sittings, he/she shall re-take the complete set of examination papers.

Before re-taking the theoretical knowledge examinations, the applicant shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the ATO, based on the needs of the applicant.

c) Validity period

(1) The successful completion of the theoretical knowledge examinations will be valid:

   (i) for the issue of a light aircraft pilot licence, a private pilot licence, a sailplane pilot licence or a balloon pilot licence, for a period of 24 months;
(ii) for the issue of a commercial pilot licence, instrument rating (IR) or en route instrument rating (EIR), for a period of 36 months;

(iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).

(2) The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:

(i) an IR entered in the licence; or

(ii) in the case of helicopters, a helicopter’s type rating entered in that licence.

**FCL.030 Practical skill test**

a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training.

In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.

b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

**FCL.035 Crediting of flight time and theoretical knowledge**

a) Crediting of flight time

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

(2) PIC or under instruction.

(i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.

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

(3) Flight time as co-pilot or PICUS. Unless otherwise determined in this Part, the holder of a pilot licence, when acting as co-pilot or PICUS, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.

b) Crediting of theoretical knowledge

(1) An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the light aircraft pilot licence, the private pilot licence, the commercial pilot licence and, except in the case of helicopters, the IR and the EIR in the same category of aircraft.

(2) An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for a light aircraft pilot licence or a private pilot licence in the same category of aircraft.

(3) The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft.

(4) The holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to this Part.

This credit also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as it is within the validity period specified in FCL.025(c).

(5) Notwithstanding point (b) (3), the holder of an IR (A) who has completed a competency-based modular IR (A) course or the holder of an EIR shall only be credited in full towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft when also having passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance with FCL.720.A. (b)(2)(i).

**FCL.040 Exercise of the privileges of licences**

The exercise of the privileges granted by a licence shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate.
FCL.045 Obligation to carry and present documents

a) A valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence.

b) The pilot shall also carry a personal identification document containing his/her photo.

c) A pilot or a student pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of CAO.IRI.

d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by FCL.020 (a).

FCL.050 Recording of flight time

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

FCL.055 Language proficiency

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

b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:

(1) communicate effectively in voice-only and in face-to-face situations;

(2) communicate on common and work-related topics with accuracy and clarity;

(3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;

(4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and

(5) use a dialect or accent which is intelligible to the aeronautical community.

c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency endorsement shall be re-evaluated every:

(1) 3 years, if the level demonstrated is operational level; or
(2) 6 years, if the level demonstrated is extended level.

d) Specific requirements for holders of an instrument rating (IR) or en-route instrument rating (EIR). Without prejudice to the paragraphs above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at a level which allows them to:

(1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;

(2) use radio telephony in all phases of flight, including emergency situations;

(3) communicate with other crew members during all phases of flight, including flight preparation.

e) The demonstration of language proficiency and of the use of English for IR or EIR holders shall be done through a method of assessment established by CAO.IRI.

FCL.060 Recent experience

a) Balloons. A pilot shall not operate a balloon in commercial air transport or carrying passengers unless he/she has completed in the preceding 180 days:

(1) at least 3 flights as a pilot flying in a balloon, of which at least 1 shall be in a balloon of the relevant class and group; or

(2) 1 flight in the relevant class and group of balloon under the supervision of an instructor qualified in accordance with Subpart J.

b) Aeroplanes, helicopters, powered-lift, airships and sailplanes. A pilot shall not operate an aircraft in commercial air transport or carrying passengers:

(1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and

(2) as PIC at night unless he/she:

(i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or

(ii) holds an IR;

(3) as cruise relief co-pilot unless he/she:

(i) has complied with the requirements in (b)(1); or

(ii) has carried out in the preceding 90 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
(iii) has carried out recency and refresher flying skill training in an FFS at intervals not exceeding 90 days. This refresher training may be combined with the operator’s refresher training prescribed in the relevant requirements of Part-ORO.

(4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the 3 take-offs, approaches and landings required in (1) may be performed as defined in the operational suitability data established in accordance with Part-21.

(5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with Part-21, the 3 take-offs, approaches and landings required in (1) may be performed in just one of the types, provided that the pilot has completed at least 2 hours of flight in each of the types of helicopter, during the preceding 6 months.

c) Specific requirements for commercial air transport:

(1) In the case of commercial air transport, the 90-day period prescribed in subparagraphs (b) (1) and (2) above may be extended up to a maximum of 120 days, as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner.

(2) When the pilot does not comply with the requirement in (1), he/she shall complete a training flight in the aircraft or an FFS of the aircraft type to be used, which shall include at least the requirements described in (b)(1) and (2) before he/she can exercise his/her privileges.

d) Aeroplanes, helicopters, powered-lift, airships and sailplanes. A pilot shall not operate an aircraft in other than commercial air transport operation unless:

(1) as PIC or co-pilot unless he/she has carried out, in the preceding 180 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and

(2) as PIC at night unless he/she:

   (i) has carried out in the preceding 180 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or

   (ii) holds an IR;

(3) as cruise relief co-pilot unless he/she:

   (i) has complied with the requirements in (d)(1); or

   (ii) has carried out in the preceding 180 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
(4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the 3 take-offs, approaches and landings required in (d)(1) may be performed as defined in the operational suitability data established in accordance with Part-21.

(5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with Part-21, the 3 take-offs, approaches and landings required in (d)(1) may be performed in just one of the types, provided that the pilot has completed at least 2 hours of flight in each of the types of helicopter, during the preceding 6 months.

(6) When the pilot does not comply with the requirement in (d)(1), he/she shall complete a training flight in the aircraft or an FFS of the aircraft type to be used, which shall include at least the requirements described in (d)(1) and (2) before he/she can exercise his/her privileges.

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

a) Age 60-64. Aeroplanes and helicopters. 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 except as a member of a multi-pilot crew.

b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, 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.

c) Age 70. The holder of a balloon or sailplane pilot licence who has attained the age of 70 years shall not act as a pilot of a balloon or a sailplane engaged in commercial air transport.

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

a) Licences, ratings and certificates issued in accordance with this Part may be limited, suspended or revoked by the CAO.IRI when the pilot does not comply with the requirements of this Part, Part-Medical or the applicable operational requirements, in accordance with the conditions and procedures laid down in Part-ARA.

b) When the pilot has his/her licence suspended or revoked, he/she shall immediately return the licence or certificate to CAO.IRI.
SUBPART B
LIGHT AIRCRAFT PILOT LICENCE — LAPL

SECTION 1
Common requirements

FCL.100 LAPL — Minimum age

Applicants for the LAPL shall be:

a) in the case of aeroplanes and helicopters, at least 18 years of age;

b) in the case of sailplanes and balloons, at least 18 years of age.

FCL.105 LAPL — Privileges and conditions

a) General. The privileges of the holder of an LAPL are to act without remuneration as PIC in non-commercial operations on the appropriate aircraft category.

b) Conditions. Applicants for the LAPL shall have fulfilled the requirements for the relevant aircraft category and, when applicable, for the class or type of aircraft used in the skill test.

FCL.110 LAPL — Crediting for the same aircraft category

a) Applicants for an LAPL who have held another licence in the same category of aircraft shall be fully credited towards the requirements of the LAPL in that category of aircraft.

b) Without prejudice to the paragraph above, if the licence has lapsed, the applicant shall have to pass a skill test in accordance with FCL.125 for the issue of an LAPL in the appropriate aircraft category.

FCL.115 LAPL — Training course

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

FCL.120 LAPL — Theoretical knowledge examination

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

a) common subjects:
- Air law,
- Human performance,
- Meteorology, and
- Communications;

b) specific subjects concerning the different aircraft categories:
- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

**FCL.125 LAPL — Skill test**

a) Applicants for an LAPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

b) Applicants for the skill test shall have received flight instruction on the same class or type of aircraft to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.

c) Pass marks

(1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.

(2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.

(3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.

(4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.
SECTION 2

Specific requirements for the LAPL for aeroplanes — LAPL(A)

FCL.105.A LAPL(A) — Privileges and conditions

a) The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.

b) Holders of a LAPL(A) shall only carry passengers once they have completed 10 hours of flight time as PIC on aeroplanes or TMG after the issuance of the licence.

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

a) Applicants for an LAPL(A) shall have completed at least 30 hours of flight instruction on aeroplanes or TMGs, including at least:

(1) 15 hours of dual flight instruction in the class in which the skill test will be taken;

(2) 6 hours of supervised solo flight time, including at least 3 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.

b) Specific requirements for applicants holding an LAPL(S) with TMG extension. Applicants for an LAPL(A) holding an LAPL(S) with TMG extension shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG extension and complied with the requirements of FCL.135.A(a) on aeroplanes.

c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

(1) not exceed the total flight time as PIC;

(2) not exceed 50 % of the hours required in (a);

(3) not include the requirements of (a)(2).

FCL.135.A LAPL(A) — Extension of privileges to another class or variant of aeroplane

a) The privileges of an LAPL(A) shall be limited to the class and variant of aeroplanes or TMG in which the skill test was taken. This limitation may be removed when the pilot has completed in another class the requirements below:
(1) 3 hours of flight instruction, including:
   (i) 10 dual take-offs and landings; and
   (ii) 10 supervised solo take-offs and landings.

(2) a skill test to demonstrate an adequate level of practical skill in the new class. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:
   (i) Operational procedures;
   (ii) Flight performance and planning;
   (iii) Aircraft general knowledge.

b) Before the holder of an LAPL can exercise the privileges of the licence on another variant of aeroplane than the one used for the skill test, the pilot shall undertake differences or familiarisation training. The differences training shall be entered in the pilot’s logbook or equivalent document and signed by the instructor.

FCL.140.A LAPL(A) — Recency requirements

a) Holders of an LAPL(A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG:
   (1) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
   (2) refresher training of at least 1 hour of total flight time with an instructor.

b) Holders of an LAPL(A) who do not comply with the requirements in (a) shall:
   (1) undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence; or
   (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).

SECTION 3

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

FCL.105.H LAPL(H) — Privileges

The privileges of the holder of an LAPL for helicopters are to act as PIC on single-engine helicopters with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board.
FCL.110.H LAPL(H) — Experience requirements and crediting

a) Applicants for the LAPL(H) shall have completed 40 hours of flight instruction on helicopters. At least 35 hours of which shall be flown on the type of helicopter that is to be used for the skill test. The flight instruction shall include at least:

(1) 20 hours of dual flight instruction; and

(2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.

b) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

(1) not exceed the total flight time as PIC;

(2) not exceed 50 % of the hours required in (a);

(3) not include the requirements in (a)(2).

FCL.135.H LAPL(H) — Extension of privileges to another type or variant of helicopter

a) The privileges of an LAPL(H) shall be limited to the specific type and variant of helicopter in which the skill test was taken. This limitation may be removed when the pilot has completed:

(1) 5 hours of flight instruction, including:

   (i) 15 dual take-offs, approaches and landings;

   (ii) 15 supervised solo take-offs, approaches and landings;

(2) a skill test to demonstrate an adequate level of practical skill in the new type. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:

- Operational procedures,

- Flight performance and planning,

- Aircraft general knowledge.
b) Before the holder of an LAPL(H) can exercise the privileges of the licence in another variant of helicopter than the one used for the skill test, the pilot shall undertake differences or familiarisation training, as determined in the operational suitability data established in accordance with Part-21. The differences training shall be entered in the pilot’s logbook or equivalent record and signed by the instructor.

FCL.140.H LAPL(H) — Recency requirements

a) Holders of an LAPL(H) shall only exercise the privileges of their licence on a specific type when they have completed on helicopters of that type in the last 12 months:

(1) at least 6 hours of flight time as PIC, including 6 take-offs, approaches and landings; and

(2) refresher training of at least 1 hour total flight time with an instructor.

b) Holders of an LAPL(H) who do not comply with the requirements in (a) shall:

(1) pass a proficiency check with an examiner on the specific type before they resume the exercise of the privileges of their licence; or

(2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).

SECTION 4

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

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

a) The privileges of the holder of an LAPL for sailplanes are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall comply with the requirements in FCL.135.S.

b) Holders of an LAPL(S) shall only carry passengers once they have completed 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes after the issuance of the licence.

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

a) Applicants for an LAPL(S) shall have completed at least 15 hours of flight instruction in sailplanes, or powered sailplanes, including at least:

(1) 10 hours of dual flight instruction;

(2) 2 hours of supervised solo flight time;
b) Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.

c) Creditting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

1. not exceed the total flight time as PIC;
2. not exceed 50% of the hours required in (a);
3. not include the requirements in (a)(2) to (a)(4).

**FCL.130.S LAPL(S) — Launch methods**

a) The privileges of the LAPL(S) shall be limited to the launch method included in the skill test. This limitation may be removed when the pilot has completed:

1. in the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
2. in the case of aero tow or self-launch, a minimum of 5 launches in dual flight instruction, and 5 solo launches under supervision. In the case of self-launch, dual flight instruction may be done in a TMG;
3. in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.

b) The completion of the additional training launches shall be entered in the logbook and signed by the instructor.

c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.

d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.

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

The privileges of an LAPL(S) shall be extended to a TMG when the pilot has completed in an ATO, at least:
a) 6 hours of flight instruction on a TMG, including:

(1) 4 hours of dual flight instruction;

(2) 1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;

b) a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge,
- Navigation.

FCL.140.S LAPL(S) — Recency requirements

a) Sailplanes and powered sailplanes. Holders of an LAPL(S) shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes or powered sailplanes, excluding TMGs, in the last 24 months, at least:

(1) 5 hours of flight time as PIC, including 15 launches;

(2) 2 training flights with an instructor.

b) TMG. Holders of an LAPL(S) shall only exercise the privileges of their licence on a TMG when they have:

(1) completed on TMGs in the last 24 months:

  (i) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and

  (ii) refresher training of at least 1 hour total flight time with an instructor.

(2) When the holder of the LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) may be completed on aeroplanes.

c) Holders of an LAPL(S) who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges:

(1) pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or

(2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).
SECTION 5

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

FCL.105.B LAPL(B) — Privileges

The privileges of the holder of an LAPL for balloons are to act as PIC on hot-air balloons or hot-air airships with a maximum of 3 400 m³ envelope capacity or gas balloons with a maximum of 1 260 m³ envelope capacity, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the balloon.

FCL.110.B LAPL(B) — Experience requirements and crediting

a) Applicants for an LAPL(B) shall have completed on balloons of the same class at least 16 hours of flight instruction, including at least:

(1) 12 hours of dual flight instruction;
(2) 10 inflations and 20 take-offs and landings; and
(3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.

b) Crediting. Applicants with prior experience as PIC on balloons may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

(1) not exceed the total flight time as PIC on balloons;
(2) not exceed 50 % of the hours required in (a);
(3) not include the requirements of (a)(2) and (a)(3).

FCL.130.B LAPL(B) — Extension of privileges to tethered flights

a) The privileges of the LAPL(B) shall be limited to non-tethered flights. This limitation may be removed when the pilot has completed at least 3 tethered instruction flights.

b) The completion of the additional training shall be entered in the logbook and signed by the instructor.

c) In order to maintain this privilege, pilots shall complete a minimum of 2 tethered flights during the last 24 months.

d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of tethered flights flying dual or solo under the supervision of an instructor in order to renew the privileges.
FCL.135.B LAPL(B) — Extension of privileges to another balloon class

The privileges of the LAPL(B) shall be limited to the class of balloons in which the skill test was taken. This limitation may be removed when the pilot has completed in the other class, at an ATO, at least:

a) 5 dual instruction flights; or

b) in the case of an LAPL(B) for hot-air balloons wishing to extend their privileges to hot-air airships, 5 hours of dual flight instruction time; and

c) a skill test, during which they shall demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:

- Principles of flight,
- Operational procedures,
- Flight performance and planning, and
- Aircraft general knowledge.

FCL.140.B LAPL(B) — Recency requirements

a) Holders of an LAPL(B) shall only exercise the privileges of their licence when they have completed, in one class of balloons in the last 24 months, at least:

(1) 6 hours of flight time as PIC, including 10 take-offs and landings; and

(2) 1 training flight with an instructor;

(3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time in that class within the last 24 months, including 3 take-offs and landings.

b) Holders of an LAPL(B) who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:

(1) pass a proficiency check with an examiner in the appropriate class; or

(2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).
SUBPART C

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

SECTION 1

Common requirements

FCL.200 Minimum age

a) An applicant for a PPL shall be at least 18 years of age;

b) An applicant for a BPL or an SPL shall be at least 18 years of age.

FCL.205 Conditions

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

FCL.210 Training course

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

FCL.215 Theoretical knowledge examination

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

a) common subjects:

- Air law,

- Human performance,

- Meteorology, and

- Communications;

b) specific subjects concerning the different aircraft categories:

- Principles of flight,
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge, and
- Navigation.

**FCL.235 Skill test**

a) Applicants for a BPL, SPL or PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

b) An applicant for the skill test shall have received flight instruction on the same class or type of aircraft, or a group of balloons to be used for the skill test.

c) Pass marks

(1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.

(2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.

(3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.

(4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

**SECTION 2**

**Specific requirements for the PPL aeroplanes — PPL(A)**

**FCL.205.A PPL(A) — Privileges**

a) The privileges of the holder of a PPL(A) are to act without remuneration as PIC or co-pilot on aeroplanes or TMGs engaged in non-commercial operations.

b) Notwithstanding the paragraph above, the holder of a PPL(A) with instructor or examiner privileges may receive remuneration for:

(1) the provision of flight instruction for the LAPL(A) or PPL(A);
(2) the conduct of skill tests and proficiency checks for these licences;

(3) the training, testing and checking for the ratings or certificates attached to this licence.

**FCL.210.A PPL(A) — Experience requirements and crediting**

a) Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or TMGs, 5 of which may have been completed in an FSTD, including at least:

1. 25 hours of dual flight instruction; and

2. 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.

b) Specific requirements for applicants holding an LAPL(A). Applicants for a PPL(A) holding an LAPL(A) shall have completed at least 15 hours of flight time on aeroplanes after the issue of the LAPL(A), of which at least 10 shall be flight instruction completed in a training course at an ATO. This training course shall include at least 4 hours of supervised solo flight time, including at least 2 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.

c) Specific requirements for applicants holding an LAPL(S) with a TMG extension. Applicants for a PPL(A) holding an LAPL(S) with a TMG extension shall have completed:

1. at least 24 hours of flight time on TMG after the endorsement of the TMG extension; and

2. 15 hours of flight instruction in aeroplanes in a training course at an ATO, including at least the requirements of (a)(2).

d) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours. The amount of credit given shall in any case not include the requirements in (a)(2).
SECTION 3

Specific requirements for the PPL helicopters — PPL(H)

FCL.205.H PPL(H) — Privileges

a) The privileges of the holder of a PPL(H) are to act without remuneration as PIC or co-pilot of helicopters engaged in non-commercial operations.

b) Notwithstanding the paragraph above, the holder of a PPL(H) with instructor or examiner privileges may receive remuneration for:

   (1) the provision of flight instruction for the LAPL(H) or the PPL(H);
   (2) the conduct of skill tests and proficiency checks for these licences;
   (3) the training, testing and checking for the ratings or certificates attached to this licence.

FCL.210.H PPL(H) — Experience requirements and crediting

a) Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS, including at least:

   (1) 25 hours of dual flight instruction; and
   (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.
   (3) 35 of the 45 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.

b) Specific requirements for an applicant holding an LAPL(H). Applicants for a PPL(H) holding an LAPL(H) shall complete a training course at an ATO. This training course shall include at least 5 hours of dual flight instruction time and at least 1 supervised solo cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.

c) Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 6 hours. The amount of credit given shall in any case not include the requirements in (a)(2).
SECTION 4

Specific requirements for the PPL airships — PPL(As)

FCL.205.As PPL(As) — Privileges

a) The privileges of the holder of a PPL(As) are to act without remuneration as PIC or co-pilot on airships engaged in non-commercial operations.

b) Notwithstanding the paragraph above, the holder of a PPL(As) with instructor or examiner privileges may receive remuneration for:
   (1) the provision of flight instruction for the PPL(As);
   (2) the conduct of skill tests and proficiency checks for this licence;
   (3) the training, testing and checking for the ratings or certificates attached to this licence.

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

a) Applicants for a PPL(As) shall have completed at least 35 hours of flight instruction in airships, 5 of which may have been completed in an FSTD, including at least:
   (1) 25 hours of dual flight instruction, including:
      (i) 3 hours of cross-country flight training, including 1 cross-country flight of at least 65 km (35 NM);
      (ii) 3 hours of instrument instruction;
   (2) 8 take-offs and landings at an aerodrome, including masting and unmasting procedures;
   (3) 8 hours of supervised solo flight time.

b) Applicants holding a BPL and qualified to fly hot-air airships shall be credited with 10% of their total flight time as PIC on such airships up to a maximum of 5 hours.

SECTION 5

Specific requirements for the sailplane pilot licence (SPL)

FCL.205.S SPL — Privileges and conditions

a) The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in FCL.135.S.

b) Holders of an SPL shall:
PART FCL

(1) carry passengers only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes;

(2) be restricted to act without remuneration in non-commercial operations until they have:

   (i) attained the age of 18 years;

   (ii) completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes;

   (iii) passed a proficiency check with an examiner.

c) Notwithstanding (b)(2), the holder of an SPL with instructor or examiner privileges may receive remuneration for:

   (1) the provision of flight instruction for the LAPL(S) or the SPL;

   (2) the conduct of skill tests and proficiency checks for these licences;

   (3) the training, testing and checking for the ratings or certificates attached to this licence.

FCL.210.S SPL — Experience requirements and crediting

a) Applicants for an SPL shall have completed at least 15 hours of flight instruction on sailplanes or powered sailplanes, including at least the requirements specified in FCL.110.S.

b) Applicants for an SPL holding an LAPL(S) shall be fully credited towards the requirements for the issue of an SPL.

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

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

FCL.220.S SPL — Launch methods

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

FCL.230.S SPL — Recency requirements

Holders of an SPL shall only exercise the privileges of their licence when complying with the recency requirements in FCL.140.S.
**SECTION 6**

Specific requirements for the balloon pilot licence (BPL)

**FCL.205.B BPL — Privileges and conditions**

a) The privileges of the holder of a BPL are to act as PIC on balloons.

b) Holders of a BPL shall be restricted to act without remuneration in non-commercial operations until they have:

1. attained the age of 18 years;
2. completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons;
3. passed a proficiency check with an examiner on a balloon in the specific class.

c) Notwithstanding paragraph (b), the holder of a BPL with instructor or examiner privileges may receive remuneration for:

1. the provision of flight instruction for the LAPL(B) or the BPL;
2. the conduct of skill tests and proficiency checks for these licences;
3. the training, testing and checking for the ratings or certificates attached to this licence.

**FCL.210.B BPL — Experience requirements and crediting**

a) Applicants for a BPL shall have completed on balloons in the same class and group at least 16 hours of flight instruction, including at least:

1. 12 hours of dual flight instruction;
2. 10 inflations and 20 take-offs and landings; and
3. 1 supervised solo flight with a minimum flight time of at least 30 minutes.

b) Applicants for a BPL holding an LAPL(B) shall be fully credited towards the requirements for the issue of a BPL.

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

**FCL.220.B BPL — Extension of privileges to tethered flights**

The privileges of the BPL shall be limited to non-tethered flights. This limitation may be removed when the pilot complies with the requirements in FCL.130.B.
FCL.225.B BPL — Extension of privileges to another balloon class or group

The privileges of the BPL shall be limited to the class and group of balloons in which the skill test was taken. This limitation may be removed when the pilot has:

a) in the case of an extension to another class within the same group, complied with the requirements in FCL.135.B;

b) in the case of an extension to another group within the same class of balloons, completed at least:

1. 2 instruction flights on a balloon of the relevant group; and
2. the following hours of flight time as PIC on balloons:
   i) for balloons with an envelope capacity between 3401 m³ and 6000 m³, at least 100 hours;
   ii) for balloons with an envelope capacity between 6001 m³ and 10500 m³, at least 200 hours;
   iii) for balloons with an envelope capacity of more than 10500 m³, at least 300 hours;
   iv) for gas balloons with an envelope capacity of more than 1260 m³, at least 50 hours.

FCL.230.B BPL — Recency requirements

a) Holders of a BPL shall only exercise the privileges of their licence when they have completed in one class of balloons in the last 24 months at least:

1. 6 hours of flight time as PIC, including 10 take-offs and landings; and
2. 1 training flight with an instructor in a balloon within the appropriate class;
3. in addition, in the case of pilots qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time on that class within the last 24 months, including 3 take-offs and landings.

b) Holders of a BPL shall only operate a balloon of the same a group of the balloon in which the training flight is completed or a balloon of a group with a smaller envelope size;

c) Holders of a BPL who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges:

1. pass a proficiency check with an examiner in a balloon within the appropriate class; or
2. perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).
PART FCL

CAO.IRI Air Crew Regulation

d) In the case of (c)(1) the holder of the BPL shall only operate a balloon of the same group of
the balloon in which the proficiency check is completed or a balloon of a group with a
smaller envelope size.

SUBPART D

COMMERCIAL PILOT LICENCE — CPL

SECTION 1

Common requirements

FCL.300 CPL — Minimum age

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

FCL.305 CPL — Privileges and conditions

a) Privileges. The privileges of the holder of a CPL are, within the appropriate aircraft
category, to:

(1) exercise all the privileges of the holder of an LAPL and a PPL;

(2) act as PIC or co-pilot of any aircraft engaged in operations other than commercial air
transport;

(3) act as PIC in commercial air transport of any single-pilot aircraft subject to the
restrictions specified in FCL.060 and in this Subpart;

(4) act as co-pilot in commercial air transport subject to the restrictions specified in
FCL.060.

b) Conditions. An applicant for the issue of a CPL shall have fulfilled the requirements for the
class or type rating of the aircraft used in the skill test.

FCL.310 CPL — Theoretical knowledge examinations

An applicant for a CPL shall demonstrate a level of knowledge appropriate to the privileges
granted in the following 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,

**FCL.315 CPL — Training course**

An applicant for a CPL shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to this Part.

**FCL.320 CPL — Skill test**

An applicant for a CPL shall pass a skill test in accordance with Appendix 4 to this Part to demonstrate the ability to perform, as PIC of the appropriate aircraft category, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

**SECTION 2**

**Specific requirements for the aeroplane category — CPL(A)**

**FCL.325.A CPL(A) — Specific conditions for MPL holders**

Before exercising the privileges of a CPL(A), the holder of an MPL shall have completed in aeroplanes:
a) 70 hours of flight time:
   (1) as PIC; or
   (2) made up of at least 10 hours as PIC and the additional flight time as PIC under supervision (PICUS).

Of these 70 hours, 20 shall be of VFR cross-country flight time as PIC, or cross-country flight time made up of at least 10 hours as PIC and 10 hours as PICUS. This shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as PIC;

b) the elements of the CPL(A) modular course as specified in paragraphs 10(a) and 11 of Appendix 3, E to this Part; and

c) the CPL(A) skill test, in accordance with FCL.320.

**SUBPART E**

**MULTI-CREW PILOT LICENCE — MPL**

**FCL.400.A MPL — Minimum age**

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

**FCL.405.A MPL — Privileges**

a) The privileges of the holder of an MPL are to act as co-pilot in an aeroplane required to be operated with a co-pilot.

b) The holder of an MPL may obtain the extra privileges of:
   (1) the holder of a PPL(A), provided that the requirements for the PPL(A) specified in Subpart C are met;
   (2) a CPL(A), provided that the requirements specified in FCL.325.A are met.

c) The holder of an MPL shall have the privileges of his/her IR(A) limited to aeroplanes required to be operated with a co-pilot. The privileges of the IR(A) may be extended to single-pilot operations in aeroplanes, provided that the licence holder has completed the training necessary to act as PIC in single-pilot operations exercised solely by reference to instruments and passed the skill test of the IR(A) as a single-pilot.
FCL.410.A MPL — Training course and theoretical knowledge examinations

a) Course. An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO in accordance with Appendix 5 to this Part. Theoretical knowledge and flight instruction for the issue of an MPL shall include upset prevention and recovery training.

b) Examination. An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL(A), in accordance with FCL.515, and of a multi-pilot type rating.

FCL.415.A MPL — Practical skill

a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to this Part, as pilot flying and pilot not flying, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.

b) On completion of the training course, the applicant shall pass a skill test in accordance with Appendix 9 to this Part, to demonstrate the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course or in an FFS representing the same type.

SUBPART F

AIRLINE TRANSPORT PILOT LICENCE — ATPL

SECTION 1

Common requirements

FCL.500 ATPL — Minimum age

Applicants for an ATPL shall be at least 21 years of age.

FCL.505 ATPL — Privileges

a) The privileges of the holder of an ATPL are, within the appropriate aircraft category, to:

(1) exercise all the privileges of the holder of an LAPL, a PPL and a CPL;
(2) act as PIC of aircraft engaged in commercial air transport.

b) Applicants for the issue of an ATPL shall have fulfilled the requirements for the type rating of the aircraft used in the skill test.

FCL.515 ATPL — Training course and theoretical knowledge examinations

a) Course. Applicants for an ATPL shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with Appendix 3 to this Part.

b) Examination. Applicants for an ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge — Airframe/Systems/Power plant,
- 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,
- IFR Communications.
SECTION 2

Specific requirements for the aeroplane category — ATPL(A)

FCL.505.A ATPL(A) — Restriction of privileges for pilots previously holding an MPL

When the holder of an ATPL(A) has previously held only an MPL, the privileges of the licence shall be restricted to multi-pilot operations, unless the holder has complied with FCL.405.A(b)(2) and (c) for single-pilot operations.

FCL.510.A ATPL(A) — Prerequisites, experience and crediting

a) Prerequisites. Applicants for an ATPL(A) shall hold:

(1) an MPL; or

(2) a CPL(A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC.

b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:

(1) 500 hours in multi-pilot operations on aeroplanes;

(2)

(i) 500 hours as PIC under supervision; or

(ii) 250 hours as PIC; or

(iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;

(3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;

(4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and

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

Of the 1500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS and FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in an FNPT.

c) Crediting.

(1) Holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of:
(i) for TMG or sailplanes, 30 hours flown as PIC;
(ii) for helicopters, 50% of all the flight time requirements of paragraph (b).

(2) Holders of a flight engineer licence issued in accordance with applicable applicable relevant regulation shall be credited with 50% of the flight engineer time up to a maximum credit of 250 hours. These 250 hours may be credited against the 1 500 hours requirement of paragraph (b), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.

d) The experience required in (b) shall be completed before the skill test for the ATPL(A) is taken.

**FCL.520.A ATPL(A) — Skill test**

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform, as PIC of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.

**SECTION 3**

**Specific requirements for the helicopter category — ATPL(H)**

**FCL.510.H ATPL(H) — Prerequisites, experience and crediting**

Applicants for an ATPL(H) shall:

a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC;

b) have completed as a pilot of helicopters a minimum of 1000 hours of flight time including at least:
   
   (1) 350 hours in multi-pilot helicopters;
   
   (2) And:
      
      (i) 250 hours as PIC; or
      
      (ii) 100 hours as PIC and 150 hours as PIC under supervision; or
(iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;

(3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;

(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 PIC or as co-pilot.

Of the 1000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.

c) Flight time in aeroplanes shall be credited up to 50% against the flight time requirements of paragraph (b).

d) The experience required in (b) shall be completed before the skill test for the ATPL(H) is taken.

**FCL.520.H ATPL(H) — Skill test**

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform as PIC of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the helicopter or an adequately qualified FFS representing the same type.

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**SUBPART G**

**INSTRUMENT RATING — IR**

**SECTION 1**

**Common requirements**

**FCL.600 IR — General**

Except as provided in FCL.825, operations under IFR on an aeroplane, helicopter, airship or powered-lift aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with
an IR appropriate to the category of aircraft or when undergoing skill testing or dual instruction.

**FCL.605 IR — Privileges**

a) The privileges of a holder of an IR are to fly aircraft under IFR with a minimum decision height of 200 feet (60 m).

b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aircraft.

c) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Part.

d) Helicopters only. To exercise privileges as PIC under IFR in multi-pilot helicopters, the holder of an IR(H) shall have at least 70 hours of instrument time of which up to 30 hours may be instrument ground time.

**FCL.610 IR — Prerequisites and crediting**

Applicants for an IR shall:

a) hold:

   (1) at least a PPL in the appropriate aircraft category, and:

      (i) the privileges to fly at night in accordance with FCL.810, if the IR privileges will be used at night; or

      (ii) an ATPL in another category of aircraft; or

   (2) a CPL, in the appropriate aircraft category;

b) have completed at least 50 hours of cross-country flight time as PIC in aeroplanes, TMGs, helicopters or airships, of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category.

c) Helicopters only. Applicants who have completed an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated training course shall be exempted from the requirement in (b).

**FCL.615 IR — Theoretical knowledge and flight instruction**

a) Course. Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be:

   (1) an integrated training course which includes training for the IR, in accordance with Appendix 3 to this Part; or
(2) a modular course in accordance with Appendix 6 to this Part.

b) Examination. Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge — Instrumentation,
- Flight Performance and Monitoring,
- Human Performance,
- Meteorology,
- Radio Navigation,
- IFR Communications.

**FCL.620 IR — Skill test**

a) Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.

b) For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.

**FCL.625 IR — Validity, revalidation and renewal**

a) Validity. An IR shall be valid for 1 year.

b) Revalidation.

(1) An IR shall be revalidated within the 3 months immediately preceding the expiry date of the rating.

(2) Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise the IR privileges until they have passed the proficiency check.

c) Renewal. If an IR has expired, in order to renew their privileges applicants shall:

(1) Complete refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this Part; and
d) If the IR has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

SECTION 2

Specific requirements for the aeroplane category

FCL.625.A IR(A) — Revalidation

a) Revalidation. Applicants for the revalidation of an IR(A):

(1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to this Part;

(2) when not combined with the revalidation of a class or type rating, shall:

(i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to this Part; and

(ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Part by sole reference to instruments.

(3) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used in the case of paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.

b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

SECTION 3

Specific requirements for the helicopter category

FCL.625.H IR(H) — Revalidation

a) Applicants for the revalidation of an IR(H):

(1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of helicopter;
(2) when not combined with the revalidation of a type rating, shall complete only section 5 and the relevant parts of section 1 of the proficiency check established in Appendix 9 to this Part for the relevant type of helicopter. In this case, an FTD 2/3 or an FFS representing the relevant type of helicopter may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.

b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

**FCL.630.H IR(H) — Extension of privileges from single-engine to multi-engine helicopters**

Holders of an IR(H) valid for single-engine helicopters wishing to extend for the first time the IR(H) to multi-engine helicopters shall complete:

a) a training course at an ATO comprising at least 5 hours dual instrument instruction time, of which 3 hours may be in an FFS or FTD 2/3 or FNPT II/III; and

b) section 5 of the skill test in accordance with Appendix 9 to this Part on multi-engine helicopters.

**SECTION 4**

**Specific requirements for the airship category**

**FCL.625.As IR(As) — Revalidation**

Applicants for the revalidation of an IR(As):

a) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of airship;

b) when not combined with the revalidation of a type rating, shall complete section 5 and those parts of section 1 relevant to the intended flight of the proficiency check for airships in accordance with Appendix 9 of this part. In this case, an FTD 2/3 or FFS representing the relevant type may be used, but at least each alternate proficiency check for the revalidation of an IR(As) in these circumstances shall be performed in an airship.
SUBPART H
CLASS AND TYPE RATINGS

SECTION 1
Common requirements

FCL.700 Circumstances in which class or type ratings are required

a) Except in the case of the LAPL, SPL and BPL, holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate class or type rating, except when undergoing skill tests, or proficiency checks for renewal of class or type ratings, or receiving flight instruction.

b) Notwithstanding (a), in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by CAO.IRI, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights.

c) Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Subpart may not be complied with, pilots may hold a flight test rating issued in accordance with FCL.820.

FCL.705 Privileges of the holder of a class or type rating

The privileges of the holder of a class or type rating are to act as pilot on the class or type of aircraft specified in the rating.

FCL.710 Class and type ratings — variants

a) In order to extend his/her privileges to another variant of aircraft within one class or type rating, the pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.

b) If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges, except for types or variants within the single-engine piston and TMG class ratings.
c) The differences training shall be entered in the pilot’s logbook or equivalent record and signed by the instructor as appropriate.

FCL.725 Requirements for the issue of class and type ratings

a) Training course. An applicant for a class or type rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21.

b) Theoretical knowledge examination. The applicant for a class or type rating shall pass a theoretical knowledge examination organized by CAO.IRI or an ATO which has examination privilege to demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.

(1) For multi-pilot aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.

(2) For single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.

(3) For single-engine aircraft, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.

(4) For single-pilot aeroplanes that are classified as high performance aeroplanes, the examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the subjects of the syllabus.

c) Skill test. An applicant for a class or type rating shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the skill required for the safe operation of the applicable class or type of aircraft.

The applicant shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating.

d) An applicant who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type.
e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for the relevant aircraft category.

FCL.740 Validity and renewal of class and type ratings

a) The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21.

b) Renewal. If a class or type rating has expired, the applicant shall:

(1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft; and

(2) pass a proficiency check in accordance with Appendix 9 to this Part.

SECTION 2

Specific requirements for the aeroplane category

FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for a class or type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

a) Single-pilot multi-engine aeroplanes. An applicant for a first class or type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as PIC on aeroplanes.

b) Single-pilot high performance non-complex aeroplanes. Before starting flight training, an applicant for a first class or type rating for a single-pilot aeroplane classified as a high performance aeroplane shall:

(1) have at least 200 hours of total flying experience, of which 70 hours as PIC on aeroplanes;

(2) and:
(i) hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an ATO; or

(ii) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; or

(iii) hold, in addition to a licence issued in accordance with this Part, an ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A), issued in accordance with Annex 1 to the Chicago Convention;

(3) in addition, pilots seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements of (d)(4).

c) Single-pilot high performance complex aeroplanes. Applicants for the issue of a first type rating for a complex single-pilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of (b), have fulfilled the requirements for a multi-engine IR(A), as established in Subpart G.

d) Multi-pilot aeroplanes. An applicant for the first type rating course for a multi-pilot aeroplane shall be a student pilot currently undergoing training on an MPL training course or comply with the following requirements:

(1) have at least 70 hours of flight experience as PIC on aeroplanes;

(2) hold a multi-engine IR(A);

(3) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; and

(4) except when the type rating course is combined with an MCC course:

   (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or

   (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters; or

   (iii) have at least 500 hours as a pilot on multi-pilot helicopters; or

   (iv) have at least 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable air operations requirements.

e) Notwithstanding point (d), the CAO.IRI may issue a type rating with restricted privileges for multi-pilot aeroplanes that allows the holder of such rating to act as a cruise relief copilot above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point (d)

g) When so determined in the operational suitability data established in accordance with Part-21, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilot’s logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of flight under supervision required by the operational suitability data have been completed.

FCL.725.A Theoretical knowledge and flight instruction for the issue of class and type ratings — aeroplanes

Unless otherwise determined in the operational suitability data established in accordance with Part-21:


(1) The theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations.

(2) The flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multi-engine aeroplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.

b) Single-pilot aeroplanes-sea. The training course for single-pilot aeroplane-sea ratings shall include theoretical knowledge and flight instruction. The flight training for a class or type rating-sea for single-pilot aeroplanes-sea shall include at least 8 hours of dual flight instruction if the applicant holds the land version of the relevant class or type rating, or 10 hours if the applicant does not hold such a rating.

c) Multi-pilot aeroplanes. The training course for the issue of a multi-pilot aeroplane type rating shall include theoretical knowledge and flight instruction in upset prevention and recovery.

FCL.730.A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course — aeroplanes

a) A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated to the standards of CS-25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least:

(1) if an FFS qualified to level CG, C or interim C is used during the course, 1500 hours flight time or 250 route sectors;
(2) if an FFS qualified to level DG or D is used during the course, 500 hours flight time or 100 route sectors.

b) When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training shall be required.

FCL.735.A Multi-crew cooperation training course — aeroplanes

a) The MCC training course shall comprise at least:

(1) 25 hours of theoretical knowledge instruction and exercises; and

(2) 20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course.

An FNPT II MCC or an FFS shall be used. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FFS is used for both the MCC and type rating training.

b) The MCC training course shall be completed within 6 months at an ATO.

c) Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.

d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).

FCL.740.A Revalidation of class and type ratings — aeroplanes

a) Revalidation of multi-engine class ratings and type ratings. For revalidation of multi-engine class ratings and type ratings, the applicant shall:

(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant class or type of aeroplane or an FSTD representing that class or type, within the 3 months immediately preceding the expiry date of the rating; and

(2) complete during the period of validity of the rating, at least:

   (i) 10 route sectors as pilot of the relevant class or type of aeroplane; or
   
   (ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.

(3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2).
(4) The revalidation of an en route instrument rating (EIR) or an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.

b) Revalidation of single-pilot single-engine class ratings.

(1) Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:

(i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or

(ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:

- 6 hours as PIC,

- 12 take-offs and 12 landings, and

- a training flight of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane.

(2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof, and achieve revalidation of both ratings.

(3) Single-pilot single-engine turbo-prop aeroplanes. For revalidation of single-engine turbo-prop class ratings applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to this Part with an examiner, within the 3 months preceding the expiry date of the rating.

(4) When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating, they may complete the requirements of (1)(ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.

c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.
SECTION 3

Specific requirements for the helicopter category

FCL.720.H Experience requirements and prerequisites for the issue of type ratings — helicopters

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the issue of the first helicopter type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

a) Multi-pilot helicopters. An applicant for the first type rating course for a multi-pilot helicopter type shall:

(1) have at least 70 hours as PIC on helicopters;

(2) except when the type rating course is combined with an MCC course:

   (i) hold a certificate of satisfactory completion of an MCC course in helicopters; or

   (ii) have at least 500 hours as a pilot on multi-pilot aeroplanes; or

   (iii) have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters;

(3) have passed the ATPL(H) theoretical knowledge examinations.

b) An applicant for the first type rating course for a multi-pilot helicopter type who is a graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who does not comply with the requirement of (a)(1), shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:

(1) completed 70 hours as PIC or pilot-in-command under supervision of helicopters;

(2) passed the multi-pilot skill test on the applicable helicopter type as PIC.

c) Single-pilot multi-engine helicopters. An applicant for the issue of a first type rating for a single-pilot multi-engine helicopter shall:

(1) before starting flight training:

   (i) have passed the ATPL(H) theoretical knowledge examinations; or

   (ii) hold a certificate of completion of a pre-entry course conducted by an ATO. The course shall cover the following subjects of the ATPL(H) theoretical knowledge course:

   - Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,
- Flight Performance and Planning: mass and balance, performance;

(2) in the case of applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.

**FCL.735.H Multi-crew cooperation training course — helicopters**

a) The MCC training course shall comprise at least:

(1) for MCC/IR:

(i) 25 hours of theoretical knowledge instruction and exercises; and

(ii) 20 hours of practical MCC training or 15 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 10 hours if the same FSTD is used for both MCC and type rating;

(2) for MCC/VFR:

(i) 25 hours of theoretical knowledge instruction and exercises; and

(ii) 15 hours of practical MCC training or 10 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 7 hours if the same FSTD is used for both MCC and type rating.

b) The MCC training course shall be completed within 6 months at an ATO. An FNPT II or III qualified for MCC, an FTD 2/3 or an FFS shall be used.

c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.

d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1)(i) or (a)(2)(i), as applicable.

e) An applicant for MCC/IR training who has completed MCC/VFR training shall be exempted from the requirement in (a)(1)(i), and shall complete 5 hours of practical MCC/IR training.

**FCL.740.H Revalidation of type ratings — helicopters**

a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:
(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and

(2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.

(3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period.

The proficiency check shall be performed each time on a different type.

(4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:

(i) 300 hours as PIC on helicopters;
(ii) 15 hours on each of the types held; and
(iii) at least 2 hours of PIC flight time on each of the other types during the validity period.

The proficiency check shall be performed each time on a different type.

(5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).

(6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.

b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.
SECTION 4

Specific requirements for the powered-lift aircraft category

FCL.720.PL Experience requirements and prerequisites for the issue of type ratings — powered-lift aircraft

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of a powered-lift type rating shall comply with the following experience requirements and prerequisites:

a) for pilots of aeroplanes:
   (1) hold a CPL/IR(A) with ATPL theoretical knowledge or an ATPL(A);
   (2) hold a certificate of completion of an MCC course;
   (3) have completed more than 100 hours as pilot on multi-pilot aeroplanes;
   (4) have completed 40 hours of flight instruction in helicopters;

b) for pilots of helicopters:
   (1) hold a CPL/IR(H) with ATPL theoretical knowledge or an ATPL/IR(H);
   (2) hold a certificate of completion of an MCC course;
   (3) have completed more than 100 hours as a pilot on multi-pilot helicopters;
   (4) have completed 40 hours of flight instruction in aeroplanes;

c) for pilots qualified to fly both aeroplanes and helicopters:
   (1) hold at least a CPL(H);
   (2) hold an IR and ATPL theoretical knowledge or an ATPL in either aeroplanes or helicopters;
   (3) hold a certificate of completion of an MCC course in either helicopters or aeroplanes;
   (4) have completed at least 100 hours as a pilot on multi-pilot helicopters or aeroplanes;
   (5) have completed 40 hours of flight instruction in aeroplanes or helicopters, as applicable, if the pilot has no experience as ATPL or on multi-pilot aircraft.

FCL.725.PL Flight instruction for the issue of type ratings — powered-lift aircraft

The flight instruction part of the training course for a powered-lift type rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.
FCL.740.PL Revalidation of type ratings — powered-lift aircraft

a) Revalidation. For revalidation of powered-lift type ratings, the applicant shall:

(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of powered-lift within the 3 months immediately preceding the expiry date of the rating;

(2) complete during the period of validity of the rating, at least:

(i) 10 route sectors as pilot of the relevant type of powered-lift aircraft; or

(ii) 1 route sector as pilot of the relevant type of powered-lift aircraft or FFS, flown with an examiner. This route sector may be flown during the proficiency check.

(3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type rating shall be exempted from complying with the requirement in (2).

b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until the a pass in the proficiency check has been achieved.

SECTION 5

Specific requirements for the airship category

FCL.720.As Prerequisites for the issue of type ratings — airships

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of an airship type rating shall comply with the following experience requirements and prerequisites:

a) for multi-pilot airships:

(1) have completed 70 hours of flight time as PIC on airships;

(2) hold a certificate of satisfactory completion of MCC on airships.

(3) An applicant who does not comply with the requirement in (2) shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has completed 100 hours of flight time as PIC or pilot-in-command under supervision of airships.
FCL.735. As Multi-crew cooperation training course — airships

a) The MCC training course shall comprise at least:

   (1) 12 hours of theoretical knowledge instruction and exercises; and
   (2) 5 hours of practical MCC training;

An FNPT II, or III qualified for MCC, an FTD 2/3 or an FFS shall be used.

b) The MCC training course shall be completed within 6 months at an ATO.

c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.

d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirements in (a).

FCL.740. As Revalidation of type ratings — airships

a) Revalidation. For revalidation of type ratings for airships, the applicant shall:

   (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of airship within the 3 months immediately preceding the expiry date of the rating; and
   (2) complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
   (3) The revalidation of an IR(As), if held, may be combined with a proficiency check for the revalidation of a class or type rating.

b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

SUBPART I

ADDITIONAL RATINGS

FCL.800 Aerobatic rating

a) Holders of a pilot licence for aeroplanes, TMG or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating.

b) Applicants for an aerobatic rating shall have completed:
(1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence;

(2) a training course at an ATO, including:

   (i) theoretical knowledge instruction appropriate for the rating;

   (ii) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft category.

c) The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. The privileges will be extended to another category of aircraft if the pilot holds a licence for that aircraft category and has successfully completed at least 3 dual training flights covering the full aerobatic training syllabus in that category of aircraft.

FCL.805 Sailplane towing and banner towing ratings

a) Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.

b) Applicants for a sailplane towing rating shall have completed:

   (1) at least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence;

   (2) a training course at an ATO including:

       (i) theoretical knowledge instruction on towing operations and procedures;

       (ii) at least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights; and

       (iii) except for holders of an LAPL(S) or an SPL, 5 familiarisation flights in a sailplane which is launched by an aircraft.

c) Applicants for a banner towing rating shall have completed:

   (1) at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs;

   (2) a training course at an ATO including:

       (i) theoretical knowledge instruction on towing operations and procedures;

       (ii) at least 10 instruction flights towing a banner, including at least 5 dual flights.
d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.

e) In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months.

f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of an instructor.

FCL.810 Night rating

a) Aeroplanes, TMGs, airships.

(1) If the privileges of an LAPL, an SPL or a PPL for aeroplanes, TMGs or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at an ATO. The course shall comprise:

(i) theoretical knowledge instruction;

(ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings.

(2) Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of the PPL.

(3) When applicants hold both a single-engine piston aeroplane (land) and a TMG class rating, they may complete the requirements in (1) above in either class or both classes.

b) Helicopters. If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, the applicant shall have:

(1) completed at least 100 hours of flight time as pilot in helicopters after the issue of the licence, including at least 60 hours as PIC on helicopters and 20 hours of cross-country flight;

(2) completed a training course at an ATO. The course shall be completed within a period of 6 months and comprise:

(i) 5 hours of theoretical knowledge instruction;

(ii) 10 hours of helicopter dual instrument instruction time; and
(iii) (5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

(3) An applicant who holds or has held an IR in an aeroplane or TMG, shall be credited with 5 hours towards the requirement in (2)(ii) above.

c) Balloons. If the privileges of an LAPL for balloons or a BPL are to be exercised in VFR conditions at night, applicants shall complete at least 2 instruction flights at night of at least 1 hour each.

FCL.815 Mountain rating

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

(1) wheels, to grant the privilege to fly to and from such surfaces when they are not covered by snow; or

(2) skis, to grant the privilege to fly to and from such surfaces when they are covered by snow.

(3) The privileges of the initial rating may be extended to either wheel or ski privileges when the pilot has undertaken an appropriate additional familiarisation course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.

b) Training course. Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.

c) Skill test. After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The skill test shall contain:

(1) a verbal examination of theoretical knowledge;

(2) 6 landings on at least 2 different surfaces designated as requiring a mountain rating other than the surface of departure.

d) Validity. A mountain rating shall be valid for a period of 24 months.

e) Revalidation. For revalidation of a mountain rating, the applicant shall:

(1) have completed at least 6 mountain landings in the past 24 months; or

(2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).

f) Renewal. If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).
FCL.820 Flight test rating

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

b) The obligation to hold a flight test rating established in (a) shall only apply to flight tests conducted on:

(1) helicopters certificated or to be certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes; or

(2) aeroplanes certificated or to be certificated in accordance with:

   (i) the standards of CS-25 or equivalent airworthiness codes; or

   (ii) the standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with an maximum take-off mass of less than 2000 kg.

c) The privileges of the holder of a flight test rating are to, within the relevant aircraft category:

(1) in the case of a category 1 flight test rating, conduct all categories of flight tests, as defined in Part-21, either as PIC or co-pilot;

(2) in the case of a category 2 flight test rating:

   (i) conduct category 1 flight tests, as defined in Part-21:

   - as a co-pilot, or

   - as PIC, in the case of aeroplanes referred to in (b)(2)(ii), except for those within the commuter category or having a design diving speed above 0.6 Mach or a maximum ceiling above 25000 feet;

   (ii) conduct all other categories of flight tests, as defined in Part-21, either as PIC or co-pilot;

(3) in addition, for both category 1 or 2 flight test ratings, to conduct flights specifically related to the activity of design and production organisations, within the scope of their privileges, when the requirements of Subpart H may not be complied with.

d) Applicants for the first issue of a flight test rating shall:

(1) hold at least a CPL and an IR in the appropriate aircraft category;

(2) have completed at least 1000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC;

(3) have completed a training course at an ATO appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:

   - Performance,
- Stability and control/Handling qualities,
- Systems,
- Test management,
- Risk/Safety management.

e) The privileges of holders of a flight test rating may be extended to another category of flight test and another category of aircraft when they have completed an additional course of training at an ATO.

**FCL.825 En route instrument rating (EIR)**

a) Privileges and conditions

(1) The privileges of the holder of an en route instrument rating (EIR) are to conduct flights by day under IFR in the en route phase of flight, with an aeroplane for which a class or type rating is held. The privilege may be extended to conduct flights by night under IFR in the en route phase of flight if the pilot holds a night rating in accordance with FCL.810.

(2) The holder of the EIR shall only commence or continue a flight on which he/she intends to exercise the privileges of his/her rating if the latest available meteorological information indicates that:

(i) the weather conditions on departure are such as to enable the segment of the flight from take-off to a planned VFR-to-IFR transition to be conducted in compliance with VFR; and

(ii) at the estimated time of arrival at the planned destination aerodrome, the weather conditions will be such as to enable the segment of the flight from an IFR-to-VFR transition to landing to be conducted in compliance with VFR.

b) Prerequisites. Applicants for the EIR shall hold at least a PPL(A) and shall have completed at least 20 hours of cross-country flight time as PIC in aeroplanes.

c) Training course. Applicants for an EIR shall have completed, within a period of 36 months at an ATO:

(1) at least 80 hours of theoretical knowledge instruction in accordance with FCL.615; and

(2) instrument flight instruction, during which:

(i) the flying training for a single-engine EIR shall include at least 15 hours of instrument flight time under instruction; and
(ii) the flying training for a multi-engine EIR shall include at least 16 hours of instrument flight time under instruction, of which at least 4 hours shall be in multi-engine aeroplanes.

d) Theoretical knowledge. Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, in the subjects referred to in FCL.615 (b).

e) Skill test. After the completion of the training, the applicant shall pass a skill test in an aeroplane with an IRE. For a multi-engine EIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine EIR, the test shall be taken in a single-engine aeroplane.

f) By way of derogation from points (c) and (d), the holder of a single-engine EIR who also holds a multi-engine class or type rating wishing to obtain a multi-engine EIR for the first time, shall complete a course at an ATO comprising at least 2 hours instrument flight time under instruction in the en route phase of flight in multi-engine aeroplanes and shall pass the skill test referred to in point (e).

g) Validity, revalidation, and renewal.

(1) An EIR shall be valid for 1 year.

(2) Applicants for the revalidation of an EIR shall:

   (i) pass a proficiency check in an aeroplane within a period of 3 months immediately preceding the expiry date of the rating; or

   (ii) within 12 months preceding the expiry date of the rating, complete 6 hours as PIC under IFR and a training flight of at least 1 hour with an instructor holding privileges to provide training for the IR(A) or EIR.

(3) For each alternate subsequent revalidation, the holder of the EIR shall pass a proficiency check in accordance with point (g)(2)(i).

(4) If an EIR has expired, in order to renew their privileges applicants shall:

   (i) complete refresher training provided by an instructor holding privileges to provide training for the IR(A) or EIR to reach the level of proficiency needed; and

   (ii) complete a proficiency check.

(5) If the EIR has not been revalidated or renewed within 7 years from the last validity date, the holder will also be required to pass again the EIR theoretical knowledge examinations in accordance with FCL.615 (b).
(6) For a multi-engine EIR, the proficiency check for the revalidation or renewal, and the training flight required in point (g)(2)(ii) have to be completed in a multi-engine aeroplane. If the pilot also holds a single-engine EIR, this proficiency check shall also achieve revalidation or renewal of the single-engine EIR. The training flight completed in a multi-engine aeroplane shall also fulfill the training flight requirement for the single-engine EIR.

h) When the applicant for the EIR has completed instrument flight time under instruction with an IRI(A) or an FI(A) holding the privilege to provide training for the IR or EIR, these hours may be credited towards the hours required in point (c)(2)(i) and (ii) up to a maximum of 5 or 6 hours respectively. The 4 hours of instrument flight instruction in multi-engine aeroplanes required in point (c)(2)(ii) shall not be subject to this credit.

(1) To determine the amount of hours to be credited and to establish the training needs, the applicant shall complete a pre-entry assessment at the ATO.

(2) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) shall be documented in a specific training record and signed by the instructor.

i) Applicants for the EIR, holding a Part-FCL PPL or CPL and a valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention by another country, may be credited in full towards the training course requirements mentioned in point (c). In order to be issued the EIR, the applicant shall:

(1) successfully complete the skill test for the EIR;

(2) by way of derogation from point (d), demonstrate during the skill test towards the examiner that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR);

(3) have a minimum experience of at least 25 hours of flight time under IFR as PIC on aeroplanes.

FCL.830 Sailplane Cloud Flying Rating

a) Holders of a pilot licence with privileges to fly sailplanes shall only operate a sailplane or a powered sailplane, excluding TMG, within cloud when they hold a sailplane cloud flying rating.

b) Applicants for a sailplane cloud flying rating shall have completed at least:

(1) 30 hours as PIC in sailplanes or powered sailplanes after the issue of the licence;

(2) a training course at an ATO including:

(i) theoretical knowledge instruction; and
(ii) at least 2 hours of dual flight instruction in sailplanes or powered sailplanes, controlling the sailplane solely by reference to instruments, of which a maximum of one hour may be completed on TMGs; and

(3) a skill test with an FE qualified for this purpose.

c) Holders of an EIR or an IR(A) shall be credited against the requirement of (b)(2)(i). By way of derogation from point (b)(2)(ii), at least one hour of dual flight instruction in a sailplane or powered sailplane, excluding TMG, controlling the sailplane solely by reference to instruments shall be completed.

d) Holders of a cloud flying rating shall only exercise their privileges when they have completed in the last 24 months at least 1 hour of flight time, or 5 flights as PIC exercising the privileges of the cloud flying rating, in sailplanes or powered sailplanes, excluding TMGs.

e) Holders of a cloud flying rating who do not comply with the requirements in point (d) shall, before they resume the exercise of their privileges:

(1) undertake a proficiency check with an FE qualified for this purpose; or

(2) perform the additional flight time or flights required in point (d) with a qualified instructor.

f) Holders of a valid EIR or an IR(A) shall be credited in full against the requirements in point (d).

SUBPART J
INSTRUCTORS

SECTION 1

Common requirements

FCL.900 Instructor certificates

a) General. A person shall only carry out:

(1) flight instruction in aircraft when he/she holds:

(i) a pilot licence issued or accepted in accordance with this Regulation;

(ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;
(2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.

b) Special conditions:

(1) In the case of introduction of new aircraft inside the territory of the Islamic Republic of Iran or in an operator’s fleet, when compliance with the requirements established in this Subpart is not possible, the CAO.IRI may issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.

(2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor. Notwithstanding FCL.905.TRI(b), a TRI certificate issued in accordance with this (sub)paragraph will include the privilege to instruct for the issue of a TRI or SFI certificate for the relevant type.

c) Instruction outside the territory of the Islamic Republic of Iran:

(1) Notwithstanding paragraph (a), in the case of flight instruction provided in an ATO located outside the territory of the Islamic Republic of Iran, the CAO.IRI may issue an instructor certificate to an applicant holding a pilot licence issued by another country in accordance with Annex 1 to the Chicago Convention, provided that the applicant:

(i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to instruct and in any case at least a CPL;

(ii) complies with the requirements established in this Subpart for the issue of the relevant instructor certificate;

(iii) demonstrates to the CAO.IRI an adequate level of knowledge of aviation safety rules to be able to exercise instructional privileges in accordance with this Part.

(2) The certificate shall be limited to providing flight instruction:

(i) in ATOs located outside the territory of the Islamic Republic of Iran;

(ii) to student pilots who have sufficient knowledge of the language in which flight instruction is given.

FCL.915 General Prerequisites and requirements for instructors

a) General. An applicant for an instructor certificate shall be at least 18 years of age.
PART FCL

CAO.IRI Air Crew Regulation

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

(1) hold at least the licence and, where relevant, the rating for which flight instruction is to be given;

(2) except in the case of the flight test instructor, have:

   (i) completed at least 15 hours of flight time as a pilot on the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or

   (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft;

(3) be entitled to act as PIC on the aircraft during such flight instruction.

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

(1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held.

(2) Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for all instructor certificates held.

d) Credit for extension to further types shall take into account the relevant elements as defined in the operational suitability data in accordance with Part-21.

FCL.920 Instructor competencies and assessment

All instructors shall be trained to achieve the following competences:

- Prepare resources,

- Create a climate conducive to learning,

- Present knowledge,

- Integrate Threat and Error Management (TEM) and crew resource management,

- Manage time to achieve training objectives,

- Facilitate learning,

- Assess trainee performance,

- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.

**FCL.925 Additional requirements for instructors for the MPL**

**a) Instructors conducting training for the MPL shall:**

(1) have successfully completed an MPL instructor training course at an ATO; and

(2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:

   (i) be experienced in multi-pilot operations; and

   (ii) have completed initial crew resource management training with a commercial air transport operator approved in accordance with the applicable air operations requirements.

**b) MPL instructors training course**

(1) The MPL instructor training course shall comprise at least 14 hours of training. Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training.

(2) The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an examiner qualified in accordance with Subpart K.

(3) Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant.

**c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:**

(1) 1 simulator session of at least 3 hours; or

(2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.

**d) If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct flight instruction for the MPL he/she shall:**

(1) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and

(2) pass the assessment of instructor competencies as set out in (b)(2).
FCL.930 Training course

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

FCL.935 Assessment of competence

a) Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.

b) This assessment shall include:

(1) the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction;

(2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD;

(3) exercises adequate to evaluate the instructor’s competencies.

c) The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction.

d) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

FCL.940 Validity of instructor certificates

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

FCL.945 Obligations for instructors

Upon completion of the training flight for the revalidation of an SEP or TMG class rating in accordance with FCL.740.A (b)(1) and only in the event of fulfilment of all the other revalidation criteria required by FCL.740.A (b)(1) the instructor shall endorse the applicant's licence with the new expiry date of the rating or certificate, if specifically authorised for that purpose by CAO.IRI responsible for the applicant's licence.
SECTION 2

Specific requirements for the flight instructor — FI

FCL.905.FI FI — Privileges and conditions

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

a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category;

b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes; class and group extensions for balloons and class extensions for sailplanes;

c) type ratings for single or multi-pilot airship;

d) a CPL in the appropriate aircraft category, provided that the FI has completed at least 500 hours of flight time as a pilot on that aircraft category, including at least 200 hours of flight instruction; however, the FI who has not completed at least 500 hours of flight time or 200 hours of flight instruction, is authorized to conduct flight instruction for student who has received more than 50 hours flight instruction;

e) the night rating, provided that the FI:

   (1) is qualified to fly at night in the appropriate aircraft category;

   (2) has demonstrated the ability to instruct at night to an FI qualified in accordance with (i) below; and

   (3) complies with the night experience requirement of FCL.060(b)(2);

f) a towing, aerobatic or, in the case of an FI(S), a cloud flying rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with point (i);

g) an EIR or IR in the appropriate aircraft category, provided that the FI has:

   (1) at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or FNPT II;

   (2) completed as a student pilot the IRI training course and has passed an assessment of competence for the IRI certificate; and

   (3) in addition:

      (i) for multi-engine aeroplanes, met the requirements for a CRI for multi-engine aeroplanes;
(ii) for multi-engine helicopters, met the requirements for the issue of a TRI certificate;

h) single-pilot multi-engine class or type ratings, except for single-pilot high performance complex aeroplanes, provided that the FI meets:

(1) in the case of aeroplanes, the prerequisites for the CRI training course established in FCL.915.CRI(a) and the requirements of FCL.930.CRI and FCL.935;

(2) in the case of helicopters, the requirements established in FCL.910.TRI(c)(1) and the prerequisites for the TRI(H) training course established in FCL.915.TRI(d)(2);

i) an FI, IRI, CRI, STI or MI certificate provided that the FI has:

(1) completed at least:

(i) in the case of an FI(S), at least 50 hours or 150 launches of flight instruction on sailplanes;

(ii) in the case of an FI(B), at least 50 hours or 50 take-offs of flight instruction on balloons;

(iii) in all other cases, 500 hours of flight instruction in the appropriate aircraft category;

(2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate;

j) an MPL, provided that the FI:

(1) for the core flying phase of the training, has completed at least 500 hours of flight time as a pilot on aeroplanes, including at least 200 hours of flight instruction;

(2) for the basic phase of the training:

(i) holds a multi-engine aeroplane IR and the privilege to instruct for an IR; and

(ii) has at least 1500 hours of flight time in multi-crew operations;

(3) in the case of an FI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (2)(ii) may be replaced by the completion of a structured course of training consisting of:

(i) MCC qualification;

(ii) observing 5 sessions of flight instruction in Phase 3 of an MPL course;

(iii) observing 5 sessions of flight instruction in Phase 4 of an MPL course;

(iv) observing 5 operator recurrent line oriented flight training sessions;

(v) the content of the MCCI instructor course.
In this case, the FI shall conduct its first 5 instructor sessions under the supervision of a TRI(A), MCCI(A) or SFI(A) qualified for MPL flight instruction.

FCL.910.FI FI — Restricted privileges

a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:

(1) for the issue of the PPL, SPL, BPL and LAPL;
(2) in all integrated courses at PPL level, in case of aeroplanes and helicopters;
(3) for class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes, class and group extensions in the case of balloons and class extensions in the case of sailplanes;
(4) for the night, towing or aerobatic ratings.

b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.

c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:

(1) for the FI(A), 100 hours of flight instruction in aeroplanes or TMGs and, in addition has supervised at least 25 student solo flights;
(2) for the FI(H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises;
(3) for the FI(As), FI(S) and FI(B), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.

FCL.915.FI FI — Prerequisites

An applicant for an FI certificate shall:

a) in the case of the FI(A) and FI(H):

(1) have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD;
(2) have completed 20 hours of VFR cross-country flight on the appropriate aircraft category as PIC; and

b) additionally, for the FI(A):
(1) hold at least a CPL(A); or
(2) hold at least a PPL(A) and have:
   (i) met the requirements for CPL theoretical knowledge, except for an FI(A)
       providing training for the LAPL(A) only; and
   (ii) completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150
        hours as PIC;
(3) have completed at least 30 hours on single-engine piston powered aeroplanes of which
    at least 5 hours shall have been completed during the 6 months preceding the pre-entry
    flight test set out in FCL.930.FI(a);
(4) have completed a VFR cross-country flight as PIC, including a flight of at least 540 km
    (300 NM) in the course of which full stop landings at 2 different aerodromes shall be
    made;

c) additionally, for the FI(H), have completed 250 hours total flight time as pilot on helicopters
   of which:
   (1) at least 100 hours shall be as PIC, if the applicant holds at least a CPL(H); or
   (2) at least 200 hours as PIC, if the applicant holds at least a PPL(H) and has met the
       requirements for CPL theoretical knowledge;

d) for an FI(As), have completed 500 hours of flight time on airships as PIC, of which 400
   hours shall be as PIC holding a CPL(As);

e) for an FI(S), have completed 100 hours of flight time and 200 launches as PIC on sailplanes.
   Additionally, where the applicant wishes to give flight instruction on TMGs, he/she shall
   have completed 30 hours of flight time as PIC on TMGs and an additional assessment of
   competence on a TMG in accordance with FCL.935 with an FI qualified in accordance with
   FCL.905.FI(i);

f) for an FI(B), have completed 75 hours of balloon flight time as PIC, of which at least 15
   hours have to be in the class for which flight instruction will be given.

**FCL.930.FI** — **Training course**

a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI
   qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the
   course, to assess their ability to undertake the course. This pre-entry flight test shall be based
   on the proficiency check for class and type ratings as set out in Appendix 9 to this Part.

b) The FI training course shall include:
   (1) 25 hours of teaching and learning;
   (2) in the case of:
(i) an FI(A), (H) and (As), at least 100 hours of theoretical knowledge instruction, including progress tests;

(ii) an FI(B) or FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests;

(3) in the case of:

(i) an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;

(ii) an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction;

(iii) an FI(S), at least 6 hours or 20 take-offs of flight instruction;

(iv) an FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs;

(v) an FI(B), at least 3 hours of flight instruction including 3 take-offs.

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

**FCL.940.FI FI — Revalidation and renewal**

a) For revalidation of an FI certificate, the holder shall fulfil 2 of the following 3 requirements:

(1) complete:

(i) in the case of an FI(A) and (H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;

(ii) in the case of an FI(As), at least 20 hours of flight instruction in airships as FI, IRI or as examiner during the period of validity of the certificate. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;

(iii) in the case of an FI(S), at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate;
(iv) in the case of an FI(B), at least 6 hours of flight instruction in balloons as, FI or as examiner during the period of validity of the certificate;

(2) attend an instructor refresher seminar, within the validity period of the FI certificate;

(3) pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate.

b) For the at least each alternate subsequent revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), (S) and (B), the holder shall have to pass an assessment of competence in accordance with FCL.935.

c) Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:

(1) attend an instructor refresher seminar;

(2) pass an assessment of competence in accordance with FCL.935.

SECTION 4

Specific requirements for the type rating instructor — TRI

FCL.905.TRI TRI — Privileges and conditions

The privileges of a TRI are to instruct for:

a) the revalidation and renewal of an EIR or an IR, provided the TRI holds a valid IR;

b) the issue of a TRI or SFI certificate, provided that the holder has 3 years of experience as a TRI; and

c) in the case of the TRI for single-pilot aeroplanes:

(1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in single-pilot operations.

The privileges of the TRI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that the TRI:

(i) holds an MCCI certificate; or

(ii) holds or has held a TRI certificate for multi-pilot aeroplanes;

(2) the MPL course on the basic phase, provided that he/she has the privileges extended to multi-pilot operations and holds or has held an FI(A) or an IRI(A) certificate;
d) in the case of the TRI for multi-pilot aeroplanes:

(1) the issue, revalidation and renewal of type ratings for:
   (i) multi-pilot aeroplanes;
   (ii) single-pilot high performance complex aeroplanes when the applicant seeks
        privileges to operate in multi-pilot operations;

(2) MCC training;

(3) the MPL course on the basic, intermediate and advanced phases, provided that, for the
    basic phase, they hold or have held an FI(A) or IRI(A) certificate;

e) in the case of the TRI for helicopters:

(1) the issue, revalidation and renewal of helicopter type ratings;

(2) MCC training, provided he/she holds a multi-pilot helicopter type rating;

(3) the extension of the single-engine IR(H) to multi-engine IR(H);

f) in the case of the TRI for powered-lift aircraft:

(1) the issue, revalidation and renewal of powered-lift type ratings;

(2) MCC training.

FCL.910.TRI TRI — Restricted privileges

a) General. If the TRI training is carried out in an FFS only, the privileges of the TRI shall be
   restricted to training in the FFS. In this case, the TRI may conduct line flying under
   supervision, provided that the TRI training course has included additional training for this
   purpose.

b) TRI for aeroplanes and for powered-lift aircraft — TRI(A) and TRI(PL). The privileges of
   a TRI are restricted to the type of aeroplane or powered-lift aircraft in which the training
   and the assessment of competence was taken. Unless otherwise determined by in the
   operational suitability data established in accordance with Part-21, the privileges of the TRI
   shall be extended to further types when the TRI has:

(1) completed within the 12 months preceding the application, at least 15 route sectors,
    including take-offs and landings on the applicable aircraft type, of which 7 sectors may
    be completed in an FFS;

(2) completed the technical training and flight instruction parts of the relevant TRI course;

(3) passed the relevant sections of the assessment of competence in accordance with
    FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with
    Subpart K his/her 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.
PART FCL  CAO.IRI Air Crew Regulation

c) TRI for helicopters — TRI(H).

(1) The privileges of a TRI(H) are restricted to the type of helicopter in which the skill test for the issue of the TRI certificate was taken. Unless otherwise determined by in the operational suitability data established in accordance with Part-21, the privileges of the TRI shall be extended to further types when the TRI has:

(i) completed the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type;

(ii) conducted at least 2 hours of flight instruction on the applicable type, under the supervision of an adequately qualified TRI(H); and

(iii) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or TRE qualified in accordance with Subpart K his/her 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.

(2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.

d) Notwithstanding the paragraphs above, holders of a TRI certificate who have been issued with a type rating in accordance with FCL.725(e) shall be entitled to have their TRI privileges extended to that new type of aircraft.

FCL.915.TRI TRI — Prerequisites

An applicant for a TRI certificate shall:

a) hold a CPL, MPL or ATPL pilot licence on the applicable aircraft category;

b) for a TRI(MPA) certificate:

(1) have completed 1500 hours flight time as a pilot on multi-pilot aeroplanes; and

(2) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;

c) for a TRI(SPA) certificate:

(1) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type; and

(2)
(i) have competed at least 500 hours flight time as pilot on aeroplanes, including 30 hours as PIC on the applicable type of aeroplane; or

(ii) hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges;

d) for TRI(H):

(1) for a TRI(H) certificate for single-pilot single-engine helicopters, have completed 250 hours as a pilot on helicopters;

(2) for a TRI(H) certificate for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;

(3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1000 hours of flight time as a pilot on helicopters, including:

(i) 350 hours as a pilot on multi-pilot helicopters; or

(ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations.

(4) Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter;

e) for TRI(PL):

(1) have completed 1500 hours flight time as a pilot on multi-pilot aeroplanes, powered-lift, or multi-pilot helicopters; and

(2) have completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.

FCL.930.TRI TRI — Training course

a) The TRI training course shall include, at least:

(1) 25 hours of teaching and learning;

(2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;

(3) 5 hours of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or a simulator representing that aircraft.

b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
c) An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.

**FCL.935.TRI TRI — Assessment of competence**

If the TRI assessment of competence is conducted in an FFS, the TRI certificate shall be restricted to flight instruction in FFSs.

The restriction shall be lifted when the TRI has passed the assessment of competence on an aircraft.

**FCL.940.TRI TRI — Revalidation and renewal**

a) Revalidation

(1) Aeroplanes. For revalidation of a TRI(A) certificate, the applicant shall, within the last 12 months preceding the expiry date of the certificate, fulfil one of the following 3 requirements:

(i) conduct one of the following parts of a complete type rating training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings;

(ii) receive instructor refresher training as a TRI at an ATO;

(iii) pass the assessment of competence in accordance with FCL.935.

(2) Helicopters and powered lift. For revalidation of a TRI (H) or TRI(PL) certificate, the applicant shall, within the validity period of the TRI certificate, fulfil 2 of the following 3 requirements:

(i) complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate.

In the case of TRI(PL), these hours of flight instruction shall be flown as a TRI or type rating examiner (TRE), or SFI or synthetic flight examiner (SFE). In the case of TRI(H), time flown as FI, instrument rating instructor (IRI), synthetic training instructor (STI) or as any kind of examiner shall also be relevant for this purpose;

(ii) receive instructor refresher training as a TRI at an ATO;

(iii) pass the assessment of competence in accordance with FCL.935.

(3) For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.
(4) If a person holds a TRI certificate on more than one type of aircraft within the same category, the assessment of competence taken on one of those types shall revalidate the TRI certificate for the other types held within the same category of aircraft.

(5) Specific requirements for revalidation of a TRI(H). A TRI(H) holding an FI(H) certificate on the relevant type shall have full credit towards the requirements in (a) above. In this case, the TRI(H) certificate will be valid until the expiry date of the FI(H) certificate.

b) Renewal

(1) Aeroplanes. If the TRI (A) certificate has lapsed the applicant shall have:

(i) completed within the last 12 months preceding the application at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator;

(ii) completed the relevant parts of a TRI course at an approved ATO;

(iii) conducted on a complete type rating course at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).

(2) Helicopters and powered lift. If the TRI (H) or TRI(PL) certificate has lapsed, the applicant shall, within a period of 12 months before renewal:

(i) receive instructor refresher training as a TRI at an ATO, which should cover the relevant elements of the TRI training course; and

(ii) pass the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought.

SECTION 5

Specific requirements for the class rating instructor — CRI

FCL.905.CRI CRI — Privileges and conditions

a) (a) The privileges of a CRI are to instruct for:

(1) the issue, revalidation or renewal of a class or type rating for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes, when the privileges sought by the applicant are to fly in single-pilot operations;
(2) a towing or aerobatic rating for the aeroplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with FCL.905.FI(i).

(3) extension of LAPL(A) privileges to another class or variant of aeroplane.

b) The privileges of a CRI are restricted to the class or type of aeroplane in which the instructor assessment of competence was taken. The privileges of the CRI shall be extended to further classes or types when the CRI has completed, within the last 12 months:

(1) 15 hours flight time as PIC on aeroplanes of the applicable class or type of aeroplane;

(2) one training flight from the right hand seat under the supervision of another CRI or FI qualified for that class or type occupying the other pilot’s seat.

c) Applicants for a CRI for multi-engine aeroplanes holding a CRI certificate for single-engine aeroplanes shall have fulfilled the prerequisites for a CRI established in FCL.915.CRI(a) and the requirements of FCL.930.CRI(a)(3) and FCL.935.

FCL.915.CRI CRI — Prerequisites

An applicant for a CRI certificate shall have completed at least:

a) for multi-engine aeroplanes:

   (1) 500 hours flight time as a pilot on aeroplanes;

   (2) 30 hours as PIC on the applicable class or type of aeroplane;

b) for single-engine aeroplanes:

   (1) 300 hours flight time as a pilot on aeroplanes;

   (2) 30 hours as PIC on the applicable class or type of aeroplane.

FCL.930.CRI CRI — Training course

a) The training course for the CRI shall include, at least:

   (1) 25 hours of teaching and learning instruction;

   (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;

   (3) 5 hours of flight instruction on multi-engine aeroplanes, or 3 hours of flight instruction on single-engine aeroplanes, given by an FI(A) qualified in accordance with FCL.905.FI(i).

b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
FCL.940.CRI — Revalidation and renewal

a) For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the CRI certificate:

(1) conduct at least 10 hours of flight instruction in the role of a CRI. If the applicant has CRI privileges on both single-engine and multi-engine aeroplanes, the 10 hours of flight instruction shall be equally divided between single-engine and multi-engine aeroplanes; or

(2) receive refresher training as a CRI at an ATO; or

(3) pass the assessment of competence in accordance with FCL.935 for multi-engine or single-engine aeroplanes, as relevant.

b) For at least each alternate revalidation of a CRI certificate, the holder shall have to comply with the requirement of (a)(3).

c) Renewal. If the CRI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:

(1) receive refresher training as a CRI at an ATO;

(2) pass the assessment of competence established in FCL.935.

SECTION 6

Specific requirements for the instrument rating instructor — IRI

FCL.905.IRI — Privileges and conditions

a) The privileges of an IRI are to instruct for the issue, revalidation and renewal of an EIR or an IR on the appropriate aircraft category.

b) Specific requirements for the MPL course. To instruct for the basic phase of training on an MPL course, the IRI(A) shall:

(1) hold an IR for multi-engine aeroplanes; and

(2) have completed at least 1500 hours of flight time in multi-crew operations.

(3) In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph FCL.905.FI(j)(3).
FCL.915.IRI IRI — Prerequisites

An applicant for an IRI certificate shall:

a) for an IRI(A):

(1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and

(2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraphs FCL.915.CRI(a), FCL.930.CRI and FCL.935;

b) for an IRI(H):

(1) have completed at least 500 hours of flight time under IFR, of which at least 250 hours shall be instrument flight time in helicopters; and

(2) in the case of applicants for an IR(H) for multi-pilot helicopters, meet the requirements of FCL.905.FI(g)(3)(ii);

c) for an IRI(As), have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.

FCL.930.IRI IRI — Training course

a) The training course for the IRI shall include, at least:

(1) 25 hours of teaching and learning instruction;

(2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills;

(3) for the:

(i) IRI(A), at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FPNT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5;

(ii) IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III;

(iii) IRI(As), at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FNPT II.

b) Flight instruction shall be given by an FI qualified in accordance with FCL.905.FI(i).

c) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
FCL.940.IRI IRI — Revalidation and renewal

For revalidation and renewal of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with FCL.940.FI.

SECTION 7

Specific requirements for the synthetic flight instructor — SFI

FCL.905.SFI SFI — Privileges and conditions

The privileges of an SFI are to carry out synthetic flight instruction, within the relevant aircraft category, for:

a) the issue, revalidation and renewal of an IR, provided that he/she holds or has held an IR in the relevant aircraft category and has completed an IRI training course; and

b) in the case of SFI for single-pilot aeroplanes:

(1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes, when the applicant seeks privileges to operate in single-pilot operations.

The privileges of the SFI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that he/she:

(i) holds an MCCI certificate; or

(ii) holds or has held a TRI certificate for multi-pilot aeroplanes; and

(2) provided that the privileges of the SFI(SPA) have been extended to multi-pilot operations in accordance with (1):

(i) MCC;

(ii) the MPL course on the basic phase;

c) in the case of SFI for multi-pilot aeroplanes:

(1) the issue, revalidation and renewal of type ratings for:

(i) multi-pilot aeroplanes;

(ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;

(2) MCC;
(3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, he/she holds or has held an FI(A) or an IRI(A) certificate;

d) in the case of SFI for helicopters:

   (1) the issue, revalidation and renewal of helicopter type ratings;

   (2) MCC training, when the SFI has privileges to instruct for multi-pilot helicopters.

### FCL.910 SFI SFI — Restricted privileges

The privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.

The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has:

a) satisfactorily completed the simulator content of the relevant type rating course; and

b) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose.

### FCL.915 SFI SFI — Prerequisites

An applicant for an SFI certificate shall:

a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;

b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and

c) additionally, for an SFI(A) for multi-pilot aeroplanes or SFI(PL), have:

   (1) at least 1500 hours flight time as a pilot on multi-pilot aeroplanes or powered-lift, as applicable;

   (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least:

      (i) 3 route sectors on the flight deck of the applicable aircraft type; or

      (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;

   (c1) For Simulator Flight Instructor (SFI):

      (1) For those pilots who are not current on the applicable type, shall:
(i) had been certified as TRI or TRE on applicable type;
(ii) not more than 90 days interruption between his/her last currency and SFI certificate issuance;
(iii) Pass all ground training courses applicable to current pilots on applicable type;
(iv) Complete 2 flight sectors within 90 days as an observer in the cockpit of the applicable type; and
(v) Be medically fitted to act as SFI according to CAO.IRI.

d) additionally, for an SFI(A) for single-pilot high performance complex aeroplanes:
   (1) have completed at least 500 hours of flight time as PIC on single-pilot aeroplanes;
   (2) hold or have held a multi-engine IR(A) rating; and
   (3) have met the requirements in (c)(2);

e) additionally, for an SFI(H), have:
   (1) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and
   (2) in the case of multi-pilot helicopters, at least 1000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;
   (3) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
   (4) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.

FCL.930.SFI SFI — Training course

a) The training course for the SFI shall include:
   (1) the FSTD content of the applicable type rating course;
   (2) the content of the TRI training course.

b) An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.

FCL.940.SFI SFI — Revalidation and renewal

a) Revalidation. For revalidation of an SFI certificate the applicant shall, within the validity period of the SFI certificate, fulfil 2 of the following 3 requirements:
   (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate;
(2) receive instructor refresher training as an SFI at an ATO;

(3) pass the relevant sections of the assessment of competence in accordance with FCL.935.

b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.

c) For at least each alternate revalidation of an SFI certificate, the holder shall have to comply with the requirement of (a)(3).

d) Renewal. If the SFI certificate has lapsed, the applicant shall, within the 12 months preceding the application:

(1) complete the simulator content of the SFI training course;

(2) fulfil the requirements specified in (a)(2) and (3).

SECTION 8

Specific requirements for the multi-crew cooperation instructor — MCCI

FCL.905.MCCI MCCI — Privileges and conditions

a) The privileges of an MCCI are to carry out flight instruction during:

(1) the practical part of MCC courses when not combined with type rating training; and

(2) in the case of MCCI(A), the basic phase of the MPL integrated training course, provided he/she holds or has held an FI(A) or an IRI(A) certificate.

FCL.910.MCCI MCCI — Restricted privileges

The privileges of the holder of an MCCI certificate shall be restricted to the FNPT II/III MCC, FTD 2/3 or FFS in which the MCCI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder has completed the practical training of the MCCI course on that type of FNPT II/III MCC, FTD 2/3 or FFS.

FCL.915.MCCI MCCI — Prerequisites

An applicant for an MCCI certificate shall:

a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;

b) have at least:
(1) in the case of aeroplanes, airships and powered-lift aircraft, 1500 hours of flying experience as a pilot in multi-pilot operations;

(2) in the case of helicopters, 1000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.

**FCL.930.MCCI MCCI — Training course**

a) The training course for the MCCI shall include, at least:

(1) 25 hours of teaching and learning instruction;

(2) technical training related to the type of FSTD where the applicant wishes to instruct;

(3) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT II/III MCC, FTD 2/3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant’s competence as described in FCL.920.

b) Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of (a)(1).

**FCL.940.MCCI MCCI — Revalidation and renewal**

a) For revalidation of an MCCI certificate the applicant shall have completed the requirements of FCL.930.MCCI(a)(3) on the relevant type of FNPT II/III, FTD 2/3 or FFS, within the last 12 months of the validity period of the MCCI certificate.

b) Renewal. If the MCCI certificate has lapsed, the applicant shall complete the requirements of FCL.930.MCCI(a)(2) and (3) on the relevant type of FNPT II/III MCC, FTD 2/3 or FFS.

**SECTION 9**

Specific requirements for the synthetic training instructor — STI

**FCL.905.STI STI — Privileges and conditions**

a) The privileges of an STI are to carry out synthetic flight instruction in the appropriate aircraft category for:

(1) the issue of a licence;

(2) the issue, revalidation or renewal of an IR and a class or type rating for single-pilot aircraft, except for single-pilot high performance complex aeroplanes.
b) Additional privileges for the STI(A). The privileges of an STI(A) shall include synthetic flight instruction during the core flying skills training of the MPL integrated training course.

**FCL.910.STI STI — Restricted privileges**

The privileges of an STI shall be restricted to the FNPT II/III, FTD 2/3 or FFS in which the STI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder has:

a) completed the FFS content of the TRI course on the applicable type;

b) passed the proficiency check for the specific aircraft type rating on an FFS of the applicable type, within the 12 months preceding the application;

c) conducted, on a type rating course, at least one FSTD session related to the duties of an STI with a minimum duration of 3 hours on the applicable type of aircraft, under the supervision of a flight instructor examiner (FIE).

**FCL.915.STI STI — Prerequisites**

An applicant for an STI certificate shall:

a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended;

b) have completed in an FNPT the relevant proficiency check for the class or type rating, within a period of 12 months preceding the application.

An applicant for an STI(A) wishing to instruct on BITDs only, shall complete only the exercises appropriate for a skill test for the issue of a PPL(A);

c) additionally, for an STI(H), have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, within the 12 months preceding the application.

**FCL.930.STI STI — Training course**

a) The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant’s competence as described in FCL.920.

Applicants for an STI(A) wishing to instruct on a BITD only, shall complete the flight instruction on a BITD.
PART FCL CAO.IRI Air Crew Regulation

b) For applicants for an STI(H), the course shall also include the FFS content of the applicable TRI course.

FCL.940.STI Revalidation and renewal of the STI certificate

a) Revalidation. For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the STI certificate:

1) conducted at least 3 hours of flight instruction in an FFS or FNPT II/III or BITD, as part of a complete CPL, IR, PPL or class or type rating course; and

2) passed in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A).

b) Renewal. If the STI certificate has lapsed, the applicant shall:

1) receive refresher training as an STI at an ATO;

2) pass in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A);

3) conduct on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, CRI(A), IRI or TRI(H) nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE(A).

SECTION 10

Mountain rating instructor — MI

FCL.905.MI MI — Privileges and conditions

The privileges of an MI are to carry out flight instruction for the issue of a mountain rating.

FCL.915.MI MI — Prerequisites

An applicant for an MI certificate shall:
a) hold a, FI, CRI, or TRI certificate, with privileges for single-pilot aeroplanes;

b) hold a mountain rating.

**FCL.930.MI MI — Training course**

a) The training course for the MI shall include the assessment of the applicant’s competence as described in FCL.920.

b) Before attending the course, applicants shall have passed a pre-entry flight test with an MI holding an FI certificate to assess their experience and ability to undertake the training course.

**FCL.940.MI Validity of the MI certificate**

The MI certificate is valid as long as the, FI, TRI or CRI certificate is valid.

**SECTION 11**

**Specific requirements for the flight test instructor — FTI**

**FCL.905.FTI FTI — Privileges and conditions**

a) The privileges of a flight test instructor (FTI) are to instruct, within the appropriate aircraft category, for:

(1) the issue of category 1 or 2 flight test ratings, provided he/she holds the relevant category of flight test rating;

(2) the issue of an FTI certificate, within the relevant category of flight test rating, provided that the instructor has at least 2 years of experience instructing for the issue of flight test ratings.

b) The privileges of an FTI holding a category 1 flight test rating include the provision of flight instruction also in relation to category 2 flight test ratings.

**FCL.915.FTI FTI — Prerequisites**

An applicant for an FTI certificate shall:

a) hold a flight test rating issued in accordance with FCL.820;

b) have completed at least 200 hours of category 1 or 2 flight tests.
FCL.930.FTI FTI — Training course

a) The training course for the FTI shall include, at least:

(1) 25 hours of teaching and learning;

(2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;

(3) 5 hours of practical flight instruction under the supervision of an FTI qualified in accordance with FCL.905.FTI(b). These hours of flight instruction shall include the assessment of the applicant’s competence as described in FCL.920.

b) Crediting:

(1) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).

(2) In addition, applicants holding or having held an FI or TRI certificate in the relevant aircraft category shall be fully credited towards the requirements of (a)(2).

FCL.940.FTI FTI — Revalidation and renewal

a) Revalidation. For revalidation of an FTI certificate, the applicant shall, within the validity period of the FTI certificate, fulfil one of the following requirements:

(1) complete at least:

   (i) 50 hours of flight tests, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate; and

   (ii) 5 hours of flight test flight instruction within the 12 months preceding the expiry date of the FTI certificate; or

(2) receive refresher training as an FTI at an ATO. The refresher training shall be based on the practical flight instruction element of the FTI training course, in accordance with FCL.930.FTI(a)(3), and include at least 1 instruction flight under the supervision of an FTI qualified in accordance with FCL.905.FTI(b).

b) Renewal. If the FTI certificate has lapsed, the applicant shall receive refresher training as an FTI at an ATO. The refresher training shall comply at least with the requirements of FCL.930.FTI(a)(3).
SUBPART K

EXAMINERS

SECTION 1

Common requirements

FCL.1000 Examiner certificates

a) General. Holders of an examiner certificate shall:

(1) hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;

(2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.

b) Special conditions:

(1) In the case of introduction of new aircraft in the territory of Islamic Republic of Iran or in an operator’s fleet, when compliance with the requirements in this Subpart is not possible, CAO.IRI may issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.

(2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner.

c) Examination outside the territory of the Islamic Republic of Iran:

(1) Notwithstanding paragraph (a), in the case of skill tests and proficiency checks provided in an ATO located outside the territory of the Islamic Republic of Iran, the CAO.IRI may issue an examiner certificate to an applicant holding a pilot licence issued by another country in accordance with ICAO Annex 1, provided that the applicant:

(i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL;

(ii) complies with the requirements established in this Subpart for the issue of the relevant examiner certificate; and
(iii) demonstrates to the CAO.IRI an adequate level of knowledge of aviation safety rules to be able to exercise examiner privileges in accordance with this Part.

(2) The certificate referred to in paragraph (1) shall be limited to providing skill tests and proficiency tests/checks:

(i) outside the territory of the Islamic Republic of Iran; and

(ii) to pilots who have sufficient knowledge of the language in which the test/check is given.

**FCL.1005 Limitation of privileges in case of vested interests**

Examiners shall not conduct:

a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate:

(1) to whom they have provided more than 25% of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or

(2) when they have been responsible for the recommendation for the skill test, in accordance with FCL.030(b);

b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

**FCL.1010 Prerequisites for examiners**

Applicants for an examiner certificate shall demonstrate:

a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;

b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with this Part, for non-compliance with the Basic Regulation and its Implementing Rules during the last 3 years.

**FCL.1015 Examiner standardisation**

a) Applicants for an examiner certificate shall undertake a standardisation course provided by CAO.IRI or by an ATO and approved by CAO.IRI.

b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:
(1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;

(2) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;

(3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

(4) a briefing on the need to review and apply the items in (3) when conducting skill tests, proficiency checks or assessments of competence of an applicant for which CAO.IRI is not the same that issued the examiner's certificate; and

(5) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed;

c) Holders of an examiners certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which CAO.IRI is not the same that issued the examiner's certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicant's CAO.IRI.

FCL.1020 Examiners assessment of competence

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

FCL.1025 Validity, revalidation and renewal of examiner certificates

a) Validity. An examiner certificate shall be valid for 3 years.

b) Revalidation. An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:

(1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;

(2) attended an examiner refresher seminar provided by CAO.IRI or by an ATO and approved by CAO.IRI, during the last year of the validity period.
(3) One of the skill tests or proficiency checks completed during the last year of the validity period in accordance with (1) shall have been assessed by an inspector from CAO.IRI or by a senior examiner specifically authorised to do so by CAO.IRI responsible for the examiner’s certificate.

(4) When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements in (b)(1) and (2) and FCL.1020 for one of the categories of examiner certificate held, in agreement with CAO.IRI.

c) Renewal. If the certificate has expired, applicants shall comply with the requirements of (b)(2) and FCL.1020 before they can resume the exercise of the privileges.

d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in FCL.1010 and FCL.1030.

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

a) When conducting skill tests, proficiency checks and assessments of competence, examiners shall:

(1) ensure that communication with the applicant can be established without language barriers;

(2) verify that the applicant complies with all the qualification, training and experience requirements in this Part for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken;

(3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.

b) After completion of the skill test or proficiency check, the examiner shall:

(1) inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant’s right of appeal;

(2) in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, endorse the applicant’s licence or certificate with the new expiry date of the rating or certificate, if specifically authorised for that purpose by CAO.IRI responsible for the applicant’s licence;

(3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to CAO.IRI responsible for the applicant’s licence, and to CAO.IRI that issued the examiner certificate. The report shall include:
(i) a declaration that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in this Part;

(ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;

(iii) the result of the test, check or assessment of competence;

(iv) a declaration that the examiner has reviewed and applied the national procedures and requirements of the applicant’s CAO.IRI if CAO.IRI responsible for the applicant’s licence is not the same that issued the examiner’s certificate;

(v) a copy of the examiner certificate containing the scope of his/her privileges as examiner in the case of skill tests, proficiency checks or assessments of competence of an applicant for which CAO.IRI is not the same that issued the examiner’s certificate.

c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.

d) Upon request by CAO.IRI responsible for the examiner certificate, or CAO.IRI responsible for the applicant’s licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.

SECTION 2

Specific requirements for flight examiners — FE

FCL.1005.FE FE — Privileges and conditions

a) FE(A). The privileges of an FE for aeroplanes are to conduct:

(1) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 1000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;

(2) skill tests for the issue of the CPL(A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 2000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
(3) skill tests and proficiency checks for the LAPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 100 hours of flight instruction;

(4) skill tests for the issue of a mountain rating, provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating.

(5) proficiency checks for the revalidation and renewal of EIRs, provided that the FE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

b) FE(H). The privileges of an FE for helicopters are to conduct:

(1) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a PPL(H), provided that the examiner has completed 1000 hours of flight time as a pilot on helicopters, including at least 250 hours of flight instruction;

(2) skill tests for the issue of the CPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2000 hours of flight time as pilot on helicopters, including at least 250 hours of flight instruction;

(3) skill tests and proficiency checks for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a CPL(H) or ATPL(H) and, when applicable, an IR(H);

(4) skill tests and proficiency checks for the LAPL(H), provided that the examiner has completed at least 500 hours of flight time as a pilot on helicopters, including at least 150 hours of flight instruction.

c) FE(As). The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot on airships, including 100 hours of flight instruction.

d) FE(S). The privileges of an FE for sailplanes are to conduct:

(1) skill tests and proficiency checks for the SPL and the LAPL(S), provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;

(2) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 90 hours of flight instruction;
(3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG;

(4) skill tests and proficiency checks for the cloud flying rating, provided that the examiner has completed at least 200 hours of flight time as pilot on sailplanes or powered sailplanes, including at least 5 hours or 25 flights of flight instruction for the cloud flying rating or at least 10 hours of flight instruction for the EIR or IR(A).

e) FE(B). The privileges of an FE for balloons are to conduct:

(1) skill tests for the issue of the BPL and the LAPL(B) and skill tests and proficiency checks for the extension of the privileges to another balloon class or group, provided that the examiner has completed 250 hours of flight time as a pilot on balloons, including 50 hours of flight instruction;

(2) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on balloons, of which 50 hours in the same group of balloons for which the extension is sought. The 300 hours of flight time shall include 50 hours of flight instruction.

FCL.1010.FE FE — Prerequisites

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

SECTION 3

Specific requirements for type rating examiners — TRE

FCL.1005.TRE TRE — Privileges and conditions

a) TRE(A) and TRE(PL). The privileges of a TRE for aeroplanes or powered-lift aircraft are to conduct:

(1) skill tests for the initial issue of type ratings for aeroplanes or powered-lift aircraft, as applicable;

(2) proficiency checks for revalidation or renewal of type ratings, EIRs and IRs;

(3) skill tests for ATPL(A) issue;

(4) skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;
(5) assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificate in the applicable aircraft category, provided that the examiner has completed at least 3 years as a TRE.

b) TRE(H). The privileges of a TRE(H) are to conduct:

   (1) skill tests and proficiency checks for the issue, revalidation or renewal of helicopter type ratings;

   (2) proficiency checks for the revalidation or renewal of IRs, or for the extension of the IR(H) from single-engine helicopters to multi-engine helicopters, provided the TRE(H) holds a valid IR(H);

   (3) skill tests for ATPL(H) issue;

   (4) assessments of competence for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificate, provided that the examiner has completed at least 3 years as a TRE.

**FCL.1010.TRE** — Prerequisites

a) TRE(A) and TRE(PL). Applicants for a TRE certificate for aeroplanes and powered-lift aircraft shall:

   (1) in the case of multi-pilot aeroplanes or powered-lift aircraft, have completed 1500 hours of flight time as a pilot of multi-pilot aeroplanes or powered-lift aircraft, as applicable, of which at least 500 hours shall be as PIC;

   (2) in the case of single-pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as PIC;

   (3) hold a CPL or ATPL and a TRI certificate for the applicable type;

   (4) for the initial issue of an TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.

b) TRE(H). Applicants for a TRE (H) certificate for helicopters shall:

   (1) hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type;

   (2) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type;

   (3) in the case of multi-pilot helicopters, hold a CPL(H) or ATPL(H) and have completed 1500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC;

   (4) in the case of single-pilot multi-engine helicopters:
(i) have completed 1000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC;

(ii) hold a CPL(H) or ATPL(H) and, when applicable, a valid IR(H);

(5) in the case of single-pilot single-engine helicopters:

(i) have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as PIC;

(ii) hold a CPL(H) or ATPL(H).

(6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.

(7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1500 hours of flight experience on multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.

SECTION 4

Specific requirements for Class Rating Examiner — CRE

FCL.1005.CRE CRE — Privileges

The privileges of a CRE are to conduct, for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes:

a) skill tests for the issue of class and type ratings;

b) proficiency checks for:

(1) revalidation or renewal of class and type ratings;

(2) revalidation and renewal of IRs, provided that the CRE complies with the requirements in FCL.1010.IRE(a);

(3) revalidation and renewal of EIRs, provided that the CRE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

c) skill tests for the extension of LAPL(A) privileges to another class or variant of aeroplane.
FCL.1010.CRE CRE — Prerequisites

Applicants for a CRE certificate shall:

a) hold a CPL(A), MPL(A) or ATPL(A) with single-pilot privileges or have held it and hold a PPL(A);
b) hold a CRI certificate for the applicable class or type;
c) have completed 500 hours of flight time as a pilot on aeroplanes.

SECTION 5

Specific requirements for Instrument Rating Examiner — IRE

FCL.1005.IRE IRE — Privileges

The privileges of the holder of an IRE certificate are to conduct skill tests for the issue, and proficiency checks for the revalidation or renewal of EIRs or IRs.

FCL.1010.IRE IRE — Prerequisites

a) IRE(A). Applicants for an IRE certificate for aeroplanes shall hold an IRI(A) and have completed:

(1) 2000 hours of flight time as a pilot of aeroplanes; and
(2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.

b) IRE(H). Applicants for an IRE certificate for helicopters shall hold an IRI(H) and have completed:

(1) 2000 hours of flight time as a pilot on helicopters; and
(2) 300 hours of instrument flight time on helicopters, of which 200 hours shall be as an instructor.

c) IRE(As). Applicants for an IRE certificate for airships shall hold an IRI(As) and have completed:

(1) 500 hours of flight time as a pilot on airships; and
(2) 100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.
SECTION 6

Specific requirements for Synthetic Flight Examiner — SFE

FCL.1005.SFE SFE — Privileges and conditions

a) SFE(A) and SFE(PL). The privileges of an SFE on aeroplanes or powered-lift aircraft are to conduct in an FFS:
   (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi-pilot aeroplanes or powered-lift aircraft, as applicable;
   (2) proficiency checks for revalidation or renewal of IRs, provided that the SFE complies with the requirements in FCL.1010.IRE for the applicable aircraft category;
   (3) skill tests for ATPL(A) issue;
   (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;
   (5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE.

b) SFE(H). The privileges of an SFE for helicopters are to conduct in an FFS:
   (1) skill tests and proficiency checks for the issue, revalidation and renewal of type ratings; and
   (2) proficiency checks for the revalidation and renewal of IRs, provided that the SFE complies with the requirements in FCL.1010.IRE(b);
   (3) skill tests for ATPL(H) issue;
   (4) skill tests and proficiency checks for the issue, revalidation or renewal of an SFI(H) certificate, provided that the examiner has completed at least 3 years as an SFE.

FCL.1010.SFE SFE — Prerequisites

a) SFE(A). Applicants for an SFE certificate for aeroplanes shall:
   (1) hold or have held an ATPL(A), a class or type rating and TRI(A) or SFI(A) certificate for the applicable type of aeroplane;
   (2) have at least 1500 hours of flight time as a pilot on multi-pilot aeroplanes;
   (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.
b) SFE(H). Applicants for an SFE certificate for helicopters shall:

(1) hold or have held an ATPL(H), a type rating and an SFI(H) certificate for the applicable type of helicopter;

(2) have at least 1000 hours of flight time as a pilot on multi-pilot helicopters;

(3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(H) on the applicable type.

SECTION 7

Specific requirements for the flight instructor examiner — FIE

FCL.1005.FIE FIE — Privileges and conditions

a) FIE(A). The privileges of an FIE on aeroplanes are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(A), CRI(A), IRI(A) and TRI(A) on single-pilot aeroplanes, provided that the relevant instructor certificate is held.

b) FIE(H). The privileges of an FIE on helicopters are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(H), IRI(H) and TRI(H) on single-pilot helicopters, provided that the relevant instructor certificate is held.

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

FCL.1010.FIE FIE — Prerequisites

a) FIE(A). Applicants for an FIE certificate for aeroplanes shall:

in case of applicants wishing to conduct assessments of competence:

(1) hold the relevant instructor certificate, as applicable;

(2) have completed 2000 hours of flight time as a pilot on aeroplanes or TMGs; and

(3) have at least 100 hours of flight time instructing applicants for an instructor certificate.

b) FIE(H). Applicants for an FIE certificate for helicopters shall:

(1) hold the relevant instructor certificate, as applicable;

(2) have completed 2000 hours of flight time as pilot on helicopters;

(3) have at least 100 hours of flight time instructing applicants for an instructor certificate.
c) FIE(As). Applicants for an FIE certificate for airships shall:
   (1) have completed 500 hours of flight time as a pilot on airships;
   (2) have at least 20 hours of flight time instructing applicants for an FI(AS) certificate;
   (3) hold the relevant instructor certificate.

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

e) FIE(B). Applicants for an FIE certificate for balloons shall:
   (1) hold the relevant instructor certificate;
   (2) have completed 350 hours of flight time as a pilot on balloons;
   (3) have completed 10 hours instructing applicants for an instructor certificate.
Appendix 1

Credititing of theoretical knowledge

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

1. LAPL, PPL, BPL and SPL

For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in FCL.120(a).

Without prejudice to the paragraph above, for the issue of an LAPL, PPL, BPL or SPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and pass theoretical knowledge examinations to the appropriate level in the following subjects:

- Principles of Flight,
- Operational Procedures,
- Flight Performance and Planning,
- Aircraft General Knowledge,
- Navigation.

For the issue of a PPL, BPL or SPL, the holder of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.

Notwithstanding paragraph 1.2, for the issue of an LAPL(A), the holder of an LAPL(S) with TMG extension shall demonstrate an adequate level of theoretical knowledge for the single-engine piston aeroplane-land class in accordance with FCL.135.A(a)(2).

2. CPL

An applicant for a CPL holding a CPL in another category of aircraft shall have received theoretical knowledge bridge instruction on an approved course according to the differences identified between the CPL syllabi for different aircraft categories.

The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category:

021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,
PART FCL  

CAO.IRI Air Crew Regulation

022 — Aircraft General Knowledge: Instrumentation,

032/034 — Performance Aeroplanes or Helicopters, as applicable,

070 — Operational Procedures, and

080 — Principles of Flight.

An applicant for a CPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance,

- Meteorology.

3. ATPL

An applicant for an ATPL holding an ATPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an ATO according to the differences identified between the ATPL syllabi for different aircraft categories.

The applicant shall pass theoretical knowledge examinations as defined in this Part for the following subjects in the appropriate aircraft category:

021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,

022 — Aircraft General Knowledge: Instrumentation,

032/034 — Performance Aeroplanes or Helicopters, as applicable,

070 — Operational Procedures, and

080 — Principles of Flight

An applicant for an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.

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

- Air Law,

- Principles of Flight (Helicopter),

- VFR Communications.
An applicant for an ATPL(A) having passed the relevant theoretical examination for an IR(A) is credited towards the theoretical knowledge requirements in subject IFR Communications.

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:

- Principles of Flight (Helicopter),
- VFR Communications.

4. IR

An applicant for an IR or an EIR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance,
- Meteorology.

An applicant for an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR is required to pass the following examination subjects:

- Air Law,
- Flight Planning and Flight Monitoring,
- Radio Navigation,
- IFR Communications.
### Language Proficiency Rating Scale — Expert, extended and operational level

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<tr>
<th>LEVEL</th>
<th>PRONUNCIATION</th>
<th>STRUCTURE</th>
<th>VOCABULARY</th>
<th>FLUENCY</th>
<th>COMPREHENSION</th>
<th>INTERACTIONS</th>
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<tr>
<td><strong>Expert</strong></td>
<td>Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.</td>
<td>Both basic and complex grammatical structures and sentence patterns are consistently well controlled.</td>
<td>Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.</td>
<td>Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.</td>
<td>Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.</td>
<td>Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.</td>
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<td><strong>Extended</strong></td>
<td>Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.</td>
<td>Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.</td>
<td>Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes</td>
<td>Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.</td>
<td>Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech.</td>
<td>Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.</td>
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<td><strong>Operational</strong> (Level 4)</td>
<td>Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.</td>
<td>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.</td>
<td>Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.</td>
<td>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.</td>
<td>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.</td>
<td>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.</td>
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Note: The initial text of Appendix 2 has been transferred to AMC, see also the Explanatory Note.
APPENDIX 3

Training courses for the issue of a CPL and an ATPL

1. This appendix describes the requirements for the different types of training courses for the issue of a CPL and an ATPL, with and without an IR.

2. An applicant wishing to transfer to another ATO during a training course shall apply to CAO.IRI for a formal assessment of the further hours of training required.

A. ATP integrated course - Aeroplanes

GENERAL

1. The aim of the ATP(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.

2. An applicant wishing to undertake an ATP(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

4. The course shall comprise:

   (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
   (b) visual and instrument flying training; and
   (c) training in MCC for the operation of multi-pilot aeroplanes.

5. An applicant failing or unable to complete the entire ATP(A) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An ATP(A) theoretical knowledge course shall comprise at least 750 hours of instruction.

7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

THEORETICAL KNOWLEDGE EXAMINATION
8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(A).

FLYING TRAINING

9. The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:

(d) 95 hours of dual instruction, of which up to 55 hours may be instrument ground time;

(e) 70 hours as PIC, including VFR flight and instrument flight time as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;

(f) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;

(g) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and

(h) 115 hours of instrument time comprising, at least:

(1) 20 hours as SPIC;

(2) 15 hours MCC, for which an FFS or FNPT II may be used;

(3) 50 hours of instrument flight instruction, of which up to:

   (i) 25 hours may be instrument ground time in a FNPT I, or

   (ii) 40 hours may be instrument ground time in a FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.

(i) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

SKILL TEST

10. Upon completion of the related flying training, the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane and the IR skill test on a multi-engine aeroplane.
B. ATP modular course – Aeroplanes

1. Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall:

   (a) hold at least a PPL(A) issued in accordance with Annex 1 to the Chicago Convention; and complete at least the following hours of theoretical knowledge instruction:

   (1) for applicants holding a PPL(A): 650 hours;
   (2) for applicants holding a CPL(A): 400 hours;
   (3) for applicants holding an IR(A): 500 hours;
   (4) for applicants holding a CPL(A) and an IR(A): 250 hours.

   The theoretical knowledge instruction shall be completed before the skill test for the ATPL(A) is taken.

C. CPL/IR integrated course - Aeroplanes

   GENERAL

1. The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.

2. An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 100% of the hours flown in ATO as a trainee and 50% of the rest of the hours flown prior to the course shall be credited. However, in the latter, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time, shall be credited.

4. The course shall comprise:

   (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and
   (b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL/IR(A) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

   THEORETICAL KNOWLEDGE

6. A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.
THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and an IR.

FLYING TRAINING

8. The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:

(a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
(b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
(c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
(d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
(e) 100 hours of instrument time comprising, at least:
   (1) 20 hours as SPIC; and
   (2) 50 hours of instrument flight instruction, of which up to:
      (i) 25 hours may be instrument ground time in an FNPT I, or
      (ii) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.

(f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

SKILL TESTS

10. Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.

D. CPL integrated course – Aeroplanes

GENERAL
1. The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A).

2. An applicant wishing to undertake a CPL(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an *ab-initio* entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 100% of the hours flown in ATO as a trainee and 50% of the rest of the hours flown prior to the course shall be credited. However, in the latter, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time, shall be credited.

4. The course shall comprise:
   (a) theoretical knowledge instruction to CPL(A) knowledge level; and
   (b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL(A) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL(A) theoretical knowledge course shall comprise at least 350 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

FLYING TRAINING

8. The flying training, not including type rating training, shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the total of 150 hours, applicants shall complete at least:
   (a) 80 hours of dual instruction, of which up to 5 hours may be instrument ground time;
   (b) 70 hours as PIC;
   (c) 20 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
   (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings;
PART FCL  CAO.IRI Air Crew Regulation

(e) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, FTD 2, FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;

(f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons that has a variable pitch propeller and retractable landing gear.

SKILL TEST

9. Upon completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane.

E. CPL modular course - Aeroplanes

GENERAL

1. The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).

2. Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with Annex 1 to the Chicago Convention.

3. Before commencing the flight training the applicant shall:

   (a) have completed 150 hours flight time;

   (b) have complied with the prerequisites for the issue of a class or type rating for multi-engine aeroplanes in accordance with Subpart H, if a multi-engine aeroplane is to be used on the skill test.

4. An applicant wishing to undertake a modular CPL(A) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only.

5. The course shall comprise:

   (a) theoretical knowledge instruction to CPL(A) knowledge level; and

   (b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

6. An approved CPL(A) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).
PART FCL  CAO.IRI Air Crew Regulation

FLYING TRAINING

8. Applicants without an IR shall be given at least 25 hours dual flight instruction, including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a BITD, an FNPT I or II, an FTD 2 or an FFS.

9. Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) shall be credited up to 5 hours of the dual instrument instruction time, in which case at least 5 hours dual instrument instruction time shall be given in an aeroplane. An applicant holding a Course Completion Certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time.

10. Applicants:
   (a) With a valid IR shall be given at least 15 hours dual visual flight instruction.
   (b) Without a night rating aeroplane shall be given additionally at least 5 hours night flight instruction, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.

11. At least 5 hours of the flight instruction shall be carried out in an aeroplane certificated for the carriage of at least 4 persons and have a variable pitch propeller and retractable landing gear.

EXPERIENCE

12. The applicant for a CPL(A) shall have completed at least 200 hours flight time, including at least:
   (a) 100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
   (b) 5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
   (c) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
   (d) 6 hours of flight time shall be completed in a multi-engine aeroplane, if a multi-engine aeroplane is used for the skill test.
   (e) Hours as PIC of other categories of aircraft may count towards the 200 hours flight time, in the following cases:
(i) 30 hours in helicopter, if the applicant holds a PPL(H); or
(ii) 100 hours in helicopters, if the applicant holds a CPL(H); or
(iii) 30 hours in TMGs or sailplanes; or
(iv) 30 hours in airships, if the applicant holds a PPL(As); or
(v) 60 hours in airships, if the applicant holds a CPL(As).

SKILL TEST

13. Upon completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane.

F. ATP/IR integrated course — Helicopters

GENERAL

1. The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters in commercial air transport and to obtain the CPL(H)/IR.

2. An applicant wishing to undertake an ATP(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
   (a) 40 hours, of which up to 20 hours may be dual instruction; or
   (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.

4. The course shall comprise:
   (a) theoretical knowledge instruction to the ATPL(H) and IR knowledge level;
   (b) visual and instrument flying training; and
   (c) training in MCC for the operation of multi-pilot helicopters.

5. An applicant failing or unable to complete the entire ATP(H)/IR course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

Theoretical knowledge

6. An ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.

7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.
Theoretical knowledge examination

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and an IR.

Flying training

9. The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:

(a) 140 hours of dual instruction, of which:

(1) 75 hours visual instruction may include:

(i) 30 hours in a helicopter FFS, level C/D, or
(ii) 25 hours in a FTD 2,3, or
(iii) 20 hours in a helicopter FNPT II/III, or
(iv) 20 hours in an aeroplane or TMG;

(b) 50 hours instrument instruction may include:

(i) up to 20 hours in a helicopter FFS or FTD 2,3 or FNPT II/III, or
(ii) 10 hours in at least a helicopter FNPT 1 or an aeroplane;

(c) 15 hours MCC, for which a helicopter FFS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.

55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made.

50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;

(c) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;

(d) 50 hours of dual instrument time comprising:

(i) 10 hours basic instrument instruction time, and

(ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.
10. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on a multi-engine helicopter and the IR skill test on an IFR certificated multi-engine helicopter and shall comply with the requirements for MCC training.

G. ATP integrated course — Helicopters

GENERAL

1. The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters limited to VFR privileges in commercial air transport and to obtain the CPL(H).

2. An applicant wishing to undertake an ATP(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
   (a) 40 hours, of which up to 20 hours may be dual instruction; or
   (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.

4. The course shall comprise:
   (a) theoretical knowledge instruction to the ATPL(H) knowledge level;
   (b) visual and basic instrument flying training; and
   (c) training in MCC for the operation of multi-pilot helicopters.

5. An applicant failing or unable to complete the entire ATP(H) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

Theoretical knowledge

6. An ATP(H) theoretical knowledge course shall comprise at least 650 hours of instruction.

7. The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.

Theoretical knowledge examination

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H).

Flying training
9. The flying training shall comprise a total of at least 150 hours, to include all progress tests. Within the total of 150 hours, applicants shall complete at least:

(a) 95 hours of dual instruction, of which:

(1) 75 hours visual instruction may include:
   (i) 30 hours in a helicopter FFS level C/D, or
   (ii) 25 hours in a helicopter FTD 2,3, or
   (iii) 20 hours in a helicopter FNPT II/III, or
   (iv) 20 hours in an aeroplane or TMG;

(2) 10 hours basic instrument instruction may include 5 hours in at least a helicopter FNPT I or an aeroplane;

(3) 10 hours MCC, for which a helicopter: helicopter FFS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.

(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;

(c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;

(d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

SKILL TESTS

10. Upon completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter and comply with MCC requirements.

H. ATP modular course — Helicopters

1. Applicants for an ATPL(H) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:

(a) for applicants holding a PPL(H) issued in accordance with Annex 1 to the Chicago Convention: 550 hours;

(b) for applicants holding a CPL(H): 300 hours.
2. Applicants for an ATPL(H)/IR who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction:

   (a) for applicants holding a PPL(H): 650 hours;
   (b) for applicants holding a CPL(H): 400 hours;
   (c) for applicants holding an IR(H): 500 hours;
   (d) for applicants holding a CPL(H) and an IR(H): 250 hours.

I. CPL/IR integrated course — Helicopters

   GENERAL

1. The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single-pilot multi-engine helicopters and to obtain the CPL(H)/IR multi-engine helicopter.

2. An applicant wishing to undertake a CPL(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50% of the relevant experience shall be credited, up to a maximum of:

   (a) 40 hours, of which up to 20 hours may be dual instruction; or
   (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.

4. The course shall comprise:

   (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and
   (b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL(H)/IR course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and an IR.
Flying training

8. The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:

(a) 125 hours of dual instruction, of which:
   (1) 75 hours visual instruction, which may include:
      (i) 30 hours in a helicopter FFS level C/D, or
      (ii) 25 hours in a helicopter FTD 2,3, or
      (iii) 20 hours in a helicopter FNPT II/III, or
      (iv) 20 hours in an aeroplane or TMG;
   (2) 50 hours instrument instruction which may include:
      (i) up to 20 hours in a helicopter FFS or FTD 2,3, or FNPT II,III, or
      (ii) 10 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;

(c) 10 hours dual cross-country flying;

(d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;

(e) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;

(f) 50 hours of dual instrument time comprising:
   (1) 10 hours basic instrument instruction time; and
   (2) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter.

J. CPL integrated course — Helicopters

GENERAL
1. The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).

2. An applicant wishing to undertake a CPL(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50% of the relevant experience shall be credited, up to a maximum of:
   (a) 40 hours, of which up to 20 hours may be dual instruction; or
   (b) 50 hours, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.

4. The course shall comprise:
   (a) theoretical knowledge instruction to CPL(H) knowledge level; and
   (b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL(H) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

   Theoretical knowledge

6. An approved CPL(H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.

   THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

   Flying training

8. The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 135 hours total, applicants shall complete at least:
   (a) 85 hours of dual instruction, of which:
       (1) up to 75 hours may be visual instruction, and may include:
           (i) 30 hours in a helicopter FFS level C/D, or
           (ii) 25 hours in a helicopter FTD 2,3, or
           (iii) 20 hours in a helicopter FNPT II/III, or
           (iv) 20 hours in an aeroplane or TMG.
PART FCL

CAO.IRI Air Crew Regulation

(2) up to 10 hours may be instrument instruction, and may include 5 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

(b) 50 hours as PIC, of which 35 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;

(c) 10 hours dual cross-country flying;

(d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;

(e) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;

(f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.

Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test.

K. CPL modular course — Helicopters

GENERAL

1. The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H).

2. Before commencing a CPL(H) modular course an applicant shall be the holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention.

3. Before commencing the flight training the applicant shall:

   (a) have completed 155 hours flight time, including 50 hours as PIC in helicopters of which 10 hours shall be cross-country. Hours as PIC of other categories of aircraft may count towards the 155 hours flight time as prescribed in paragraph 11 of Section K;

   (b) have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.

4. An applicant wishing to undertake a modular CPL(H) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
5. The course shall comprise:
   (a) theoretical knowledge instruction to CPL(H) knowledge level; and
   (b) visual and instrument flying training.

Theoretical knowledge

6. An approved CPL(H) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

FLYING TRAINING

8. Applicants without an IR shall be given at least 30 hours dual flight instruction, of which:
   (a) 20 hours visual instruction, which may include 5 hours in a helicopter FFS or FTD 2,3 or FNPT II,III; and
   (b) 10 hours instrument instruction, which may include 5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane.

9. Applicants holding a valid IR(H) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(A) shall complete at least 5 hours of the dual instrument instruction time in a helicopter.

10. Applicants without a night rating helicopter shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

Experience

11. The applicant for a CPL(H) shall have completed at least 185 hours flight time, including 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

Skill test

12. Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test.

I. CPL/IR integrated course — Airships

GENERAL
1. The aim of the CPL(As)/IR integrated course is to train pilots to the level of proficiency necessary to operate airships and to obtain the CPL(As)/IR.

2. An applicant wishing to undertake a CPL(As)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
   (a) 10 hours, of which up to 5 hours may be dual instruction; or
   (b) 15 hours, of which up to 7 hours may be dual instruction, if an airship night rating has been obtained.

4. The course shall comprise:
   (a) theoretical knowledge instruction to CPL(As) and IR knowledge level, and the initial airship type rating; and
   (b) visual and instrument flying training.

5. An applicant failing or unable to complete the entire CPL/IR(As) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

   Theoretical knowledge

6. A CPL(As)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

   THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As) and an IR.

8. Flying training

9. The flying training shall comprise a total of at least 80 hours including all progress tests. Within the 80 hours, applicants shall complete at least:
   (a) 60 hours of dual instruction, of which:
      (1) 30 hours visual instruction, which may include:
         (i) 12 hours in an airship FFS, or
         (ii) 10 hours in an airship FTD, or
         (iii) 8 hours in an airship FNPT II/III, or
         (iv) 8 hours in an aeroplane, helicopter or TMG;
      (2) 30 hours instrument instruction which may include:
         (i) up to 12 hours in an airship FFS or FTD or FNPT II,III, or
(ii) 6 hours in at least a airship FTD 1 or FNPT I or aeroplane.

If the airship used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to 8 hours.

(b) 20 hours as PIC, of which 5 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;

(c) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;

(d) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;

(e) 30 hours of dual instrument time comprising:

(1) 10 hours basic instrument instruction time; and

(2) 20 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated airship.

Skill test

10. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the IR skill test on an IFR-certificated multi-engine airship.

M. CPL integrated course — Airships

GENERAL

1. The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(AS).

2. An applicant wishing to undertake a CPL(As) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.

3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:

(a) 10 hours, of which up to 5 hours may be dual instruction; or

(b) 15 hours, of which up to 7 hours may be dual instruction if a airship night rating has been obtained.

4. The course shall comprise:

(a) theoretical knowledge instruction to CPL(As) knowledge level; and
5. An applicant failing or unable to complete the entire CPL(As) course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

Theoretical knowledge

6. An approved CPL(As) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is a PPL holder.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

Flying training

8. The flying training shall comprise a total of at least 50 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 50 hours total, applicants shall complete at least:

(a) 30 hours of dual instruction, of which up to 5 hours may be instrument ground time;
(b) 20 hours as PIC;
(c) 5 hours dual cross-country flying;
(d) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
(e) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
(f) 10 hours of instrument dual instruction time, including at least 5 hours in an airship.

Skill test

9. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test.

N. CPL modular course — Airships

GENERAL

1. The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary for the issue of a CPL(As).

2. Before commencing a CPL(As) modular course an applicant shall:
(a) hold a PPL(As) issued in accordance with Annex 1 to the Chicago Convention;

(b) have completed 200 hours flight time as a pilot on airships, including 100 hours as PIC, of which 50 hours shall be cross-country.

3. An applicant wishing to undertake a modular CPL(As) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.

4. The course shall comprise:

(a) theoretical knowledge instruction to CPL(As) knowledge level; and

(b) visual and instrument flying training.

Theoretical knowledge

5. An approved CPL(As) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

6. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

FLYING TRAINING

7. Applicants without an IR shall be given at least 20 hours dual flight instruction, of which:

10 hours visual instruction, which may include 5 hours in an airship FFS or FTD 2.3 or FNPT II,III; and

10 hours instrument instruction, which may include 5 hours in at least an airship FTD 1 or FNPT I or aeroplane.

8. Applicants holding a valid IR(As) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR in another category of aircraft shall complete at least 5 hours of the dual instrument instruction time in an airship.

9. Applicants without a night rating airship shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

10. The applicant for a CPL(As) shall have completed at least 250 hours flight time in airships, including 125 hours as PIC, of which 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM), in the course of which a full stop landing at destination aerodrome.
Hours as PIC of other categories of aircraft may count towards the 185 hours flight time, in the following cases;

(a) 30 hours in aeroplanes or helicopters, if the applicant holds a PPL(A) or PPL(H) respectively; or

(b) 60 hours in aeroplanes or helicopters, if the applicant holds a CPL(A) or CPL(H) respectively; or

(c) 10 hours in TMGs or sailplanes; or

(d) 10 hours in balloons.

Skill test

11. Upon completion of the related flying training and relevant experience, the applicant shall take the cpl(as) skill test.
APPENDIX 4

Skill test for the issue of a CPL

A. General

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.

2. An applicant shall pass all the relevant sections 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 in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (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.

5. At the discretion of the FE, 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 skills requires a complete re-test.

6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

7. 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 checklist for the aircraft 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 aircraft used.

8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.
B. **Content of the skill test for the issue of a CPL — Aeroplanes**

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2. The route to be flown shall be chosen by the FE and the destination shall be a controlled 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 duration of the flight shall be at least 90 minutes.

3. The applicant shall demonstrate the ability to:
   
   (a) operate the aeroplane within its limitations,
   
   (b) complete all manoeuvres with smoothness and accuracy,
   
   (c) exercise good judgement and airmanship;
   
   (d) apply aeronautical knowledge; and
   
   (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

**FLIGHT TEST TOLERANCES**

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

   **Height**
   
   - normal flight ±100 feet with simulated engine failure ±150 feet
   
   - Tracking on radio aids ±5°

   **Heading**
   
   - normal flight ±10° with simulated engine failure ±15°

   **Speed**
   
   - take-off and approach ±5 knots all other flight regimes ±10 knots

**CONTENT OF THE TEST**

5. Items in section 2 (c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

   Use of the aeroplane checklists, airmanship, and control of the aeroplane by external visual reference, anti U icing/de U icing procedures and principles of threat and error management apply in all sections.
<table>
<thead>
<tr>
<th></th>
<th>Pre-flight, including:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS</td>
</tr>
<tr>
<td>b</td>
<td>Aeroplane inspection and servicing</td>
</tr>
<tr>
<td>c</td>
<td>Taxiing and take-off</td>
</tr>
<tr>
<td>d</td>
<td>Performance considerations and trim</td>
</tr>
</tbody>
</table>
### PART FCL

#### CAO.IRI Air Crew Regulation

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>e</td>
<td>Aerodrome and traffic pattern operations</td>
</tr>
<tr>
<td>f</td>
<td>Departure procedure, altimeter setting, collision avoidance (lookout)</td>
</tr>
<tr>
<td>g</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

### SECTION 2 GENERAL AIRWORK

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout</td>
</tr>
<tr>
<td>b</td>
<td>Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls</td>
</tr>
<tr>
<td>c</td>
<td>Turns, including turns in landing configuration. Steep turns 45°</td>
</tr>
<tr>
<td>d</td>
<td>Flight at critically high airspeeds, including recognition of and recovery from spiral dives</td>
</tr>
<tr>
<td>e</td>
<td>Flight by reference solely to instruments, including:</td>
</tr>
<tr>
<td></td>
<td>(i) level flight, cruise configuration, control of heading, altitude and airspeed</td>
</tr>
<tr>
<td></td>
<td>(ii) climbing and descending turns with 10°–30° bank</td>
</tr>
<tr>
<td></td>
<td>(iii) recoveries from unusual attitudes</td>
</tr>
<tr>
<td></td>
<td>(iv) limited panel instruments</td>
</tr>
<tr>
<td>f</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

### SECTION 3 — EN ROUTE PROCEDURES

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations</td>
</tr>
<tr>
<td>b</td>
<td>Orientation, map reading</td>
</tr>
<tr>
<td>c</td>
<td>Altitude, speed, heading control, lookout</td>
</tr>
<tr>
<td>d</td>
<td>Altimeter setting. ATC liaison – compliance, R/T procedures</td>
</tr>
<tr>
<td>e</td>
<td>Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking</td>
</tr>
</tbody>
</table>
**SECTION 4 — APPROACH AND LANDING PROCEDURES**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Arrival procedures, altimeter setting, checks, lookout</td>
</tr>
<tr>
<td>b</td>
<td>ATC liaison - compliance, R/T procedures</td>
</tr>
<tr>
<td>c</td>
<td>Go-around action from low height</td>
</tr>
<tr>
<td>d</td>
<td>Normal landing, crosswind landing (if suitable conditions)</td>
</tr>
<tr>
<td>e</td>
<td>Short field landing</td>
</tr>
<tr>
<td>f</td>
<td>Approach and landing with idle power (single-engine only)</td>
</tr>
<tr>
<td>g</td>
<td>Landing without use of flaps</td>
</tr>
<tr>
<td>h</td>
<td>Post flight actions</td>
</tr>
</tbody>
</table>

**SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES**

This section may be combined with sections 1 through 4

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Simulated engine failure after take-off (at a safe altitude), fire drill</td>
</tr>
<tr>
<td>b</td>
<td>Equipment malfunctions including alternative landing gear extension, electrical and brake failure</td>
</tr>
<tr>
<td>c</td>
<td>Forced landing (simulated)</td>
</tr>
<tr>
<td>d</td>
<td>ATC liaison - compliance, R/T procedures</td>
</tr>
<tr>
<td>e</td>
<td>Oral questions</td>
</tr>
</tbody>
</table>

**SECTION 6 — SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS**
C. Content of the skill test for the issue of the CPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.

2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.

3. The applicant shall demonstrate the ability to:

   (a) operate the helicopter within its limitations;

   (b) complete all manoeuvres with smoothness and accuracy;

   (c) exercise good judgement and airmanship;

   (d) apply aeronautical knowledge; and

   (e) 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.

Flight test tolerances

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.
Height

normal flight ±100 feet

simulated major emergency ±150 feet

Tracking on radio aids ±10°

Heading

normal flight ±10°

simulated major emergency ±15°

Speed

take-off and approach multi-engine ±5 knots

all other flight regimes ±10 knots

Ground drift

T.O. hover I.G.E. ±3 feet

landing no sideways or backwards movement

CONTENT OF THE TEST

5. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.
### SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Helicopter knowledge (e.g., technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather</td>
</tr>
<tr>
<td>b</td>
<td>Pre-flight inspection/action, location of parts and purpose</td>
</tr>
<tr>
<td>c</td>
<td>Cockpit inspection, starting procedure</td>
</tr>
<tr>
<td>d</td>
<td>Communication and navigation equipment checks, selecting and setting frequencies</td>
</tr>
<tr>
<td>e</td>
<td>Pre-take-off procedure, R/T procedure, ATC liaison-compliance</td>
</tr>
<tr>
<td>f</td>
<td>Parking, shutdown and post-flight procedure</td>
</tr>
</tbody>
</table>

### SECTION 2 — Hover manoeuvres, advanced handling and confined areas

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Take-off and landing (lift-off and touchdown)</td>
</tr>
<tr>
<td>b</td>
<td>Taxi, hover taxi</td>
</tr>
<tr>
<td>c</td>
<td>Stationary hover with head/cross/tail wind</td>
</tr>
<tr>
<td>d</td>
<td>Stationary hover turns, 360° left and right (spot turns)</td>
</tr>
<tr>
<td>e</td>
<td>Forward, sideways and backwards hover manoeuvring</td>
</tr>
<tr>
<td>f</td>
<td>Simulated engine failure from the hover</td>
</tr>
<tr>
<td>g</td>
<td>Quick stops into and downwind</td>
</tr>
<tr>
<td>h</td>
<td>Sloping ground/unprepared sites landings and take-offs</td>
</tr>
<tr>
<td>i</td>
<td>Take-offs (various profiles)</td>
</tr>
</tbody>
</table>
PART FCL  CAO.IRI Air Crew Regulation

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>j</td>
<td>Crosswind, downwind take-off (if practicable)</td>
</tr>
<tr>
<td>k</td>
<td>Take-off at maximum take-off mass (actual or simulated)</td>
</tr>
<tr>
<td>l</td>
<td>Approaches (various profiles)</td>
</tr>
<tr>
<td>m</td>
<td>Limited power take-off and landing</td>
</tr>
<tr>
<td>n</td>
<td>Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns)</td>
</tr>
<tr>
<td>o</td>
<td>Autorotative landing</td>
</tr>
<tr>
<td>p</td>
<td>Practice forced landing with power recovery</td>
</tr>
<tr>
<td>q</td>
<td>Power checks, reconnaissance technique, approach and departure technique</td>
</tr>
</tbody>
</table>

SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Navigation and orientation at various altitudes/heights, map reading</td>
</tr>
<tr>
<td>b</td>
<td>Altitude/height, speed, heading control, observation of airspace, altimeter setting</td>
</tr>
<tr>
<td>c</td>
<td>Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring</td>
</tr>
<tr>
<td>d</td>
<td>Observation of weather conditions, diversion planning</td>
</tr>
<tr>
<td>e</td>
<td>Tracking, positioning (NDB and/or VOR), identification of facilities</td>
</tr>
<tr>
<td>f</td>
<td>ATC liaison and observance of regulations, etc.</td>
</tr>
</tbody>
</table>

SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Level flight, control of heading, altitude/height and speed</td>
</tr>
<tr>
<td>b</td>
<td>Rate 1 level turns onto specified headings, 180°to 360°left and right</td>
</tr>
<tr>
<td>c</td>
<td>Climbing and descending, including turns at rate 1 onto specified headings</td>
</tr>
<tr>
<td>d</td>
<td>Recovery from unusual attitudes</td>
</tr>
<tr>
<td>e</td>
<td>Turns with 30° bank, turning up to 90° left and right</td>
</tr>
</tbody>
</table>

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.
D. Content of the skill test for the issue of a CPL — Airships

1. The airship used for the skill test shall meet the requirements for training airships.

2. The area and route to be flown shall be chosen by the FE. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 60 minutes.

3. The applicant shall demonstrate the ability to:
   (a) operate the airship within its limitations;
   (b) complete all manoeuvres with smoothness and accuracy;
   (c) exercise good judgement and airmanship;
   (d) apply aeronautical knowledge; and
   (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

Flight test tolerances

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.

Height
normal flight ±100 feet

simulated major emergency ±150 feet

Tracking on radio aids ±10°

Heading

normal flight ±10°

simulated major emergency ±15°

CONTENT OF THE TEST

5. Items in sections 5 and 6 may be performed in an Airship FNPT or an airship FFS. Use of airship checklists, airmanship, control of airship by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.
### SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE

- **a** Pre-flight, including:
  - Flight planning, Documentation, Mass and Balance determination, Weather brief, NOTAMS
- **b** Airship inspection and servicing
- **c** Off-mast procedure, ground manoeuvring and take-off
- **d** Performance considerations and trim
- **e** Aerodrome and traffic pattern operations
- **f** Departure procedure, altimeter setting, collision avoidance (lookout)
- **g** ATC liaison – compliance, R/T procedures

### SECTION 2 — GENERAL AIRWORK

- **a** Control of the airship by external visual reference, including straight and level, climb, descent, lookout
- **b** Flight at pressure height
- **c** Turns
- **d** Steep descents and climbs

- **Flight by reference solely to instruments, including:**
  - (i) level flight, control of heading, altitude and airspeed
  - (ii) climbing and descending turns
  - (iii) recoveries from unusual attitudes
  - (iv) limited panel instruments
### PART FCL

**CAO.IRI Air Crew Regulation**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SECTION 3 — EN-ROUTE PROCEDURES</strong></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Control of airship by external visual reference, Range/Endurance considerations</td>
</tr>
<tr>
<td>b</td>
<td>Orientation, map reading</td>
</tr>
<tr>
<td>c</td>
<td>Altitude, speed, heading control, lookout</td>
</tr>
<tr>
<td>d</td>
<td>Altimeter setting, ATC liaison – compliance, R/T procedures</td>
</tr>
<tr>
<td>e</td>
<td>Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking</td>
</tr>
<tr>
<td>f</td>
<td>Observation of weather conditions, assessment of trends, diversion planning</td>
</tr>
<tr>
<td>g</td>
<td>Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SECTION 4 — APPROACH AND LANDING PROCEDURES</strong></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Arrival procedures, altimeter setting, checks, lookout</td>
</tr>
<tr>
<td>b</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
<tr>
<td>c</td>
<td>Go-around action from low height</td>
</tr>
<tr>
<td>d</td>
<td>Normal landing</td>
</tr>
<tr>
<td>e</td>
<td>Short field landing</td>
</tr>
<tr>
<td>f</td>
<td>Approach and landing with idle power (single-engine only)</td>
</tr>
<tr>
<td>g</td>
<td>Landing without use of flaps</td>
</tr>
<tr>
<td>h</td>
<td>Post-flight actions</td>
</tr>
</tbody>
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<tr>
<td><strong>SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES</strong></td>
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This section may be combined with sections 1 through 4

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<tr>
<td>a</td>
<td>Simulated engine failure after take-off (at a safe altitude), fire drill</td>
</tr>
<tr>
<td>b</td>
<td>Equipment malfunctions</td>
</tr>
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<td>c</td>
<td>Forced landing (simulated)</td>
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<tr>
<td>d</td>
<td>ATC liaison – compliance, R/T procedures</td>
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<td>e</td>
<td>Oral questions</td>
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**SECTION 6 — RELEVANT CLASS OR TYPE ITEMS**

This section may be combined with sections 1 through 5

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<tr>
<td>a</td>
<td>Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)</td>
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<tr>
<td>b</td>
<td>Approach and go-around with failed engine(s)</td>
</tr>
<tr>
<td>c</td>
<td>Approach and full stop landing with failed engine(s)</td>
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<tr>
<td>d</td>
<td>Malfunctions in the envelope pressure system</td>
</tr>
<tr>
<td>e</td>
<td>ATC liaison – compliance, R/T procedures, Airmanship</td>
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| f | As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable:  
   (i) airship systems  
   (ii) operation of envelope pressure system |
| g | Oral questions |
APPENDIX 5

Integrated MPL training course

GENERAL

1. The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.

2. Approval for an MPL training course shall only be given to an ATO that is part of a commercial air transport operator certificated in accordance with Part-ORO or having a specific arrangement with such an operator. The licence shall be restricted to that specific operator until completion of the airline operator’s conversion course.

3. An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an ATO. The training shall be competency based and conducted in a multi-crew operational environment.

4. Only ab-initio applicants shall be admitted to the course.

5. The course shall comprise:
   (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
   (b) visual and instrument flying training;
   (c) training in MCC for the operation of multi-pilot aeroplanes; and
   (d) type rating training.

6. An applicant failing or unable to complete the entire MPL course may apply to CAO.IRI for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

7. An approved MPL theoretical knowledge course shall comprise at least 750 hours of instruction for the ATPL(A) knowledge level, as well as the hours required for theoretical knowledge instruction for the relevant type rating, in accordance with Subpart H.

FLYING TRAINING

8. The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PNF, in actual and simulated flight, and covering the following 4 phases of training:
   (a) Phase 1 — Core flying skills
      Specific basic single-pilot training in an aeroplane.
   (b) Phase 2 — Basic
      Introduction of multi-crew operations and instrument flight.
(c) Phase 3 — Intermediate

Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high performance aeroplane in accordance with Part-21.

(d) Phase 4 — Advanced

Type rating training within an airline oriented environment.

Flight experience in actual flight shall include all the experience requirements of Subpart H, upset recovery training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship.

MCC requirements shall be incorporated into the relevant phases above.

Training in asymmetric flight shall be given either in an aeroplane or an FFS.

9. Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.

10. The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:

(a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and

(b) the students acquire the necessary competencies in a progressive and satisfactory manner.

11. The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

ASSESSMENT LEVEL

12. The applicant for the MPL shall have demonstrated performance in all 9 competency units specified in paragraph 13 below, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or manoeuvre. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

COMPETENCY UNITS

13. The applicant shall demonstrate competency in the following 9 competency units:

(1) apply human performance principles, including principles of threat and error management;
perform aeroplane ground operations;
(3) perform take-off;
(4) perform climb;
(5) perform cruise;
(6) perform descent;
(7) perform approach;
(8) perform landing; and
(9) perform after landing and aeroplane post-flight operations.

SIMULATED FLIGHT

14. Minimum requirements for FSTDs:

(a) Phase 1 — Core flying skills

   E-training and part tasking devices approved by CAO.IRI that have the following characteristics:
   - involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad;
   - involve psychomotor activity with appropriate application of force and timing of responses.

(b) Phase 2 — Basic

   An FNPT II MCC that represents a generic multi-engine turbine-powered aeroplane.

(c) Phase 3 — Intermediate

   An FSTD that represents a multi-engine turbine-powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:
   - a daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180° horizontal and 40° vertical field of view, and
   - ATC environment simulation.

(d) Phase 4 — Advanced

   An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.
APPENDIX 6

Modular training courses for the IR

A. IR(A) — Modular flying training course

GENERAL

1. The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:

   (a) Basic Instrument Flight Module
   
   This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.

   (b) Procedural Instrument Flight Module
   
   This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A).

2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

   The ATO shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in Subpart H prior to commencing the flight training for the IR(A) course.

3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(A) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.

4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.

5. The course shall comprise:

   (a) theoretical knowledge instruction to the IR knowledge level;

   (b) instrument flight instruction.

THEORETICAL KNOWLEDGE
6. An approved modular IR(A) course shall comprise at least 150 hours of theoretical knowledge instruction.

**FLYING TRAINING**

7. A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.

8. A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.

9. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.

10. 

10.1. The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.

10.2. The holder of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced to 10 hours.

10.3. The total instrument flight instruction in aeroplane shall comply with paragraph 7 or 8, as appropriate.

11. The flying exercises up to the IR(A) skill test shall comprise:

   (a) Basic Instrument Flight Module: Procedure and manoeuvre for basic instrument flight covering at least:

   basic instrument flight without external visual cues:
   - horizontal flight,
   - climbing,
   - descent,
   - turns in level flight, climbing, descent;

   instrument pattern:
   - steep turn;
   - radio navigation;
   - recovery from unusual attitudes;
limited panel;
recognition and recovery from incipient and full stalls;

(b) Procedural Instrument Flight Module:

(i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
(ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
transition from visual to instrument flight on take-off,
standard instrument departures and arrivals,
en-route IFR procedures,
holding procedures,
instrument approaches to specified minima,
missed approach procedures,
landings from instrument approaches, including circling;
(iii) in-flight manoeuvres and particular flight characteristics;
(iv) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

A. a IR(A) — Competency-based modular flying training course

GENERAL

1. The aim of the competency-based modular flying training course is to train PPL or CPL holders for the instrument rating, taking into account prior instrument flight instruction and experience. It is designed to provide the level of proficiency needed to operate aeroplanes under IFR and in IMC. The course shall be taken within an ATO or consist of a combination of instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR and flight instruction within an ATO.

2. An applicant for such a competency-based modular IR(A) shall be the holder of a PPL(A) or CPL(A).

3. The course of theoretical instruction shall be completed within 18 months. The instrument flight instruction and the skill test shall be completed within the period of validity of the pass of the theoretical knowledge examinations.

4. The course shall comprise:

(a) theoretical knowledge instruction to the IR(A) knowledge level;
THEORETICAL KNOWLEDGE

5. An approved competency-based modular IR(A) course shall comprise at least 80 hours of theoretical knowledge instruction. The theoretical knowledge course may contain computer-based training and e-learning elements. A minimum amount of classroom teaching as required by ORA.ATO.305 has to be provided.

FLYING TRAINING

6. The method of attaining an IR(A) following this modular course is competency-based. However, the minimum requirements below shall be completed by the applicant. Additional training may be required to reach required competencies.

(a) A single-engine competency-based modular IR(A) course shall include at least 40 hours of instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 25 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

(i) When the applicant has:

(A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or

(B) prior experience of instrument flight time as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC

these hours may be credited towards the 40 hours above up to maximum of 30 hours,

(ii) When the applicant has prior instrument flight time under instruction other than specified in point (a)(i), these hours may be credited towards the required 40 hours up to a maximum of 15 hours.

(iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in an aeroplane at an ATO.

(iv) The total amount of dual instrument instruction shall not be less than 25 hours.

(b) A multi-engine competency-based modular IR(A) course shall include at least 45 hours instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 25 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

(i) When the applicant has:

(A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
(B) prior experience of instrument flight time as PIC on aeroplanes, under a rating giving the privileges to fly under IFR and in IMC these hours may be credited towards the 45 hours above up to a maximum of 35 hours.

(ii) When the applicant has prior instrument flight time under instruction other than specified in point (b)(i), these hours may be credited towards the required 45 hours up to a maximum of 15 hours.

(iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in a multi-engine aeroplane at an ATO.

(iv) The total amount of dual instrument instruction shall not be less than 25 hours, of which at least 15 hours shall be completed in a multi-engine aeroplane.

(c) To determine the amount of hours credited and to establish the training needs, the applicant shall complete a pre-entry assessment at an ATO.

(d) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) in accordance with point (a)(i) or (b)(i) shall be documented in a specific training record and signed by the instructor.

7. The flight instruction for the competency-based modular IR(A) shall comprise:

(a) procedures and manoeuvres for basic instrument flight covering at least:
   (i) basic instrument flight without external visual cues;
   (ii) horizontal flight;
   (iii) climbing;
   (iv) descent;
   (v) turns in level flight, climbing and descent;
   (vi) instrument pattern;
   (vii) steep turn;
   (viii) radio navigation;
   (ix) recovery from unusual attitudes;
   (x) limited panel; and
   (xi) recognition and recovery from incipient and full stall;

(b) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents for the preparation of an IFR flight plan;

(c) procedure and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least:
   (i) transition from visual to instrument flight on take-off;
   (ii) standard instrument departures and arrivals;
(iii) en route IFR procedures;
(iv) holding procedures;
(v) instrument approaches to specified minima;
(vi) missed approach procedures; and
(vii) landings from instrument approaches, including circling;
(d) in-flight manoeuvres and particular flight characteristics;
(e) if required, operation of a multi-engine aeroplane in the above exercises, including:
   (i) operation of the aeroplane solely by reference to instruments with one engine simulated inoperative;
   (ii) engine shutdown and restart (to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

8. Applicants for the competency-based modular IR(A) holding a Part-FCL PPL or CPL and a valid IR(A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by another country may be credited in full towards the training course mentioned in paragraph 4. In order to be issued the IR(A), the applicant shall:
   (a) successfully complete the skill test for the IR(A) in accordance with Appendix 7;
   (b) demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR); and
   (c) have a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.

PRE-ENTRY ASSESSMENT

9. The content and duration of the pre-entry assessment shall be determined by the ATO based on the prior instrument experience of the applicant.

MULTI-ENGINE

10. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II and shall pass a skill test.

B. IR(H) — Modular flying training course

1. The aim of the IR(H) modular flying training course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC.
2. An applicant for a modular IR(H) course shall be the holder of a PPL(H), or a CPL(H) or an ATPL(H). Prior to commencing the aircraft instruction phase of the IR(H) course, the applicant shall be the holder of the helicopter type rating used for the IR(H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in Multi-Pilot conditions.

3. An applicant wishing to undertake a modular IR(H) course shall be required to complete all the instructional stages in one continuous approved course of training.

4. The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.

5. The course shall comprise:
   (a) theoretical knowledge instruction to the IR knowledge level;
   (b) instrument flight instruction.

   Theoretical Knowledge

6. An approved modular IR(H) course shall comprise at least 150 hours of instruction.

   FLYING TRAINING

7. A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:
   (a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
   up to 35 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.

   The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter.

8. A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;
   (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course, or
   up to 40 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.

   The instrument flight instruction shall include at least 10 hours in an IFR-certificated multi-engine helicopter.

9. 
PART FCL  CAO.IRI Air Crew Regulation

9.1. Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours.

9.2. The holder of an IR(A) may have the amount of training required reduced to 10 hours.

9.3. The holder of a PPL(H) with a helicopter night rating or a CPL(H) may have the total amount of instrument time under instruction required reduced by 5 hours.

10. The flying exercises up to the IR(H) skill test shall comprise:

(a) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;

(b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

transition from visual to instrument flight on takeoff,
standard instrument departures and arrivals,
en-route IFR procedures,
holding procedures,
instrument approaches to specified minima,
missed approach procedures,
landings from instrument approaches, including circling;

(c) in-flight manoeuvres and particular flight characteristics;

(d) if required, operation of a multi-engine helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out in an FFS or FNPT II or FTD 2/3).

C.  IR(As) — Modular flying training course

GENERAL

1. The aim of the IR(As) modular flying training course is to train pilots to the level of proficiency necessary to operate airships under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:

(a) Basic Instrument Flight Module

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.

(b) Procedural Instrument Flight Module
This comprises the remainder of the training syllabus for the IR(As), 25 hours instrument time under instruction, and the theoretical knowledge course for the IR(As).

2. An applicant for a modular IR(As) course shall be the holder of a PPL(As) including the privileges to fly at night or a CPL(As). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(As), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(As) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.

4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.

5. The course shall comprise:
   
   (a) theoretical knowledge instruction to the IR knowledge level;
   
   (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(As) course shall comprise at least 150 hours of theoretical knowledge instruction.

FLYING TRAINING

7. An IR(As) course shall comprise at least 35 hours instrument time under instruction of which up to 15 hours may be instrument ground time in an FNPT I, or up to 20 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

8. The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraph 7 reduced by 10 hours. The total instrument flight instruction in airship shall comply with paragraph 7.

9. If the applicant is the holder of an IR in another category of aircraft the total amount of flight instruction required may be reduced to 10 hours on airships.

10. The flying exercises up to the IR(As) skill test shall comprise:

    (a) Basic Instrument Flight Module:

    Procedure and manoeuvre for basic instrument flight covering at least:

    basic instrument flight without external visual cues:

    horizontal flight,

    climbing,
descent,
turns in level flight, climbing, descent;
instrument pattern;
radio navigation;
recovery from unusual attitudes;
limited panel;

(b) Procedural Instrument Flight Module:

(i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;

(ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
transition from visual to instrument flight on take-off,
standard instrument departures and arrivals,
en-route IFR procedures,
holding procedures,
instrument approaches to specified minima,
missed approach procedures,
landings from instrument approaches, including circling;

(iii) inflight manoeuvres and particular flight characteristics;

(iv) operation of airship in the above exercises, including operation of the airship solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).
APPENDIX 7

IR SKILL TEST

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test.

2. An applicant shall pass all the relevant sections 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 only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.

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

6. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant’s demonstration of flying skill requires a complete retest.

7. An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.

8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist for the aircraft 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 aircraft used.

**FLIGHT TEST TOLERANCES**

10. The applicant shall demonstrate the ability to:

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

11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

**Height**

- Generally ±100 feet
- Starting a go-around at decision height/altitude +50 feet/–0 feet
- Minimum descent height/MAP/altitude +50 feet/–0 feet

**Tracking**

- on radio aids ±5°
- Precision approach half scale deflection, azimuth and glide path

**Heading**

- all engines operating ±5° with simulated engine failure ±10°

**Speed**

- all engines operating ±5 knots with simulated engine failure +10 knots/–5 knots

**CONTENT OF THE TEST**
### Aeroplanes

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td><strong>SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE</strong></td>
<td>Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections</td>
</tr>
<tr>
<td>a</td>
<td>Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance</td>
</tr>
<tr>
<td>b</td>
<td>Use of Air Traffic Services document, weather document</td>
</tr>
<tr>
<td>c</td>
<td>Preparation of ATC flight plan, IFR flight plan/log</td>
</tr>
<tr>
<td>d</td>
<td>Pre-flight inspection</td>
</tr>
</tbody>
</table>
### PART FCL
#### CAO.IRI Air Crew Regulation

<p>| | |</p>
<table>
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<tr>
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<tbody>
<tr>
<td>e</td>
<td>Weather Minima</td>
</tr>
<tr>
<td>f</td>
<td>Taxiing</td>
</tr>
<tr>
<td>g</td>
<td>Pre-take-off briefing, Take-off</td>
</tr>
<tr>
<td>h</td>
<td>Transition to instrument flight</td>
</tr>
<tr>
<td>i</td>
<td>Instrument departure procedures, altimeter setting</td>
</tr>
<tr>
<td>j</td>
<td>ATC liaison - compliance, R/T procedures</td>
</tr>
</tbody>
</table>

#### SECTION 2 — GENERAL HANDLING

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>a</td>
<td>Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim</td>
</tr>
<tr>
<td>b</td>
<td>Climbing and descending turns with sustained Rate 1 turn</td>
</tr>
<tr>
<td>c</td>
<td>Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns</td>
</tr>
<tr>
<td>d</td>
<td>Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration — only applicable to aeroplanes</td>
</tr>
<tr>
<td>e</td>
<td>Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes — only applicable to aeroplanes</td>
</tr>
</tbody>
</table>

#### SECTION 3 — EN-ROUTE IFR PROCEDURES

<p>| | |</p>
<table>
<thead>
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<tbody>
<tr>
<td>a</td>
<td>Tracking, including interception, e.g. NDB, VOR, RNAV</td>
</tr>
<tr>
<td>b</td>
<td>Use of radio aids</td>
</tr>
<tr>
<td>c</td>
<td>Level flight, control of heading, altitude and airspeed, power setting, trim technique</td>
</tr>
<tr>
<td>d</td>
<td>Altimeter settings</td>
</tr>
<tr>
<td>e</td>
<td>Timing and revision of ETAs (en-route hold, if required)</td>
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</tr>
<tr>
<td>f</td>
<td>Monitoring of flight progress, flight log, fuel usage, systems’ management</td>
</tr>
<tr>
<td>g</td>
<td>Ice protection procedures, simulated if necessary</td>
</tr>
<tr>
<td>h</td>
<td>ATC liaison - compliance, R/T procedures</td>
</tr>
</tbody>
</table>

**SECTION 4 — PRECISION APPROACH PROCEDURES**

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<tr>
<td>b</td>
<td>Arrival procedures, altimeter checks</td>
</tr>
<tr>
<td>c</td>
<td>Approach and landing briefing, including descent/approach/landing checks</td>
</tr>
<tr>
<td>d+</td>
<td>Holding procedure</td>
</tr>
<tr>
<td>e</td>
<td>Compliance with published approach procedure</td>
</tr>
<tr>
<td>f</td>
<td>Approach timing</td>
</tr>
<tr>
<td>g</td>
<td>Altitude, speed heading control (stabilised approach)</td>
</tr>
<tr>
<td>h+</td>
<td>Go-around action</td>
</tr>
<tr>
<td>i+</td>
<td>Missed approach procedure/landing</td>
</tr>
<tr>
<td>j</td>
<td>ATC liaison - compliance, R/T procedures</td>
</tr>
</tbody>
</table>

**SECTION 5 — NON-PRECISION APPROACH PROCEDURES**

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<tbody>
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<td>b</td>
<td>Arrival procedures, altimeter settings</td>
</tr>
<tr>
<td>c</td>
<td>Approach and landing briefing, including descent/approach/landing checks</td>
</tr>
<tr>
<td>d+</td>
<td>Holding procedure</td>
</tr>
<tr>
<td>e</td>
<td>Compliance with published approach procedure</td>
</tr>
</tbody>
</table>


**Helicopters**

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>f</strong></td>
<td>Approach timing</td>
</tr>
<tr>
<td><strong>g</strong></td>
<td>Altitude, speed, heading control (stabilised approach)</td>
</tr>
<tr>
<td><strong>h+</strong></td>
<td>Go-around action</td>
</tr>
<tr>
<td><strong>i+</strong></td>
<td>Missed approach procedure/landing</td>
</tr>
<tr>
<td><strong>j</strong></td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

**SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only)**

<table>
<thead>
<tr>
<th>Subsection</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a</strong></td>
<td>Simulated engine failure after take-off or on go-around</td>
</tr>
<tr>
<td><strong>b</strong></td>
<td>Approach, go-around and procedural missed approach with one engine inoperative</td>
</tr>
<tr>
<td><strong>c</strong></td>
<td>Approach and landing with one engine inoperative</td>
</tr>
<tr>
<td><strong>d</strong></td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

* May be performed in an FFS, FTD 2/3 or FNPT II.
+ May be performed in either section 4 or section 5.
° Must be performed by sole reference to instruments.
<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>f</td>
<td>Taxing/Air taxy in compliance with ATC or instructions of instructor</td>
</tr>
<tr>
<td>g</td>
<td>Pre-take-off briefing, procedures and checks</td>
</tr>
<tr>
<td>h</td>
<td>Transition to instrument flight</td>
</tr>
<tr>
<td>i</td>
<td>Instrument departure procedures</td>
</tr>
<tr>
<td></td>
<td><strong>SECTION 2 — GENERAL HANDLING</strong></td>
</tr>
<tr>
<td>a</td>
<td>Control of the helicopter by reference solely to instruments, including:</td>
</tr>
<tr>
<td>b</td>
<td>Climbing and descending turns with sustained Rate 1 turn</td>
</tr>
<tr>
<td>c</td>
<td>Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns</td>
</tr>
<tr>
<td></td>
<td><strong>SECTION 3 — EN-ROUTE IFR PROCEDURES</strong></td>
</tr>
<tr>
<td>a</td>
<td>Tracking, including interception, e.g. NDB, VOR, RNAV</td>
</tr>
<tr>
<td>b</td>
<td>Use of radio aids</td>
</tr>
<tr>
<td>c</td>
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</tr>
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<td>e</td>
<td>Timing and revision of ETAs</td>
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<tr>
<td>f</td>
<td>Monitoring of flight progress, flight log, fuel usage, systems management</td>
</tr>
<tr>
<td>g</td>
<td>Ice protection procedures, simulated if necessary and if applicable</td>
</tr>
<tr>
<td>h</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
<tr>
<td></td>
<td><strong>SECTION 4 — PRECISION APPROACH</strong></td>
</tr>
<tr>
<td>a</td>
<td>Setting and checking of navigational aids, identification of facilities</td>
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<td>---</td>
<td>---</td>
</tr>
<tr>
<td>b</td>
<td>Arrival procedures, altimeter checks</td>
</tr>
<tr>
<td>c</td>
<td>Approach and landing briefing, including descent/approach/landing checks</td>
</tr>
<tr>
<td>d*</td>
<td>Holding procedure</td>
</tr>
<tr>
<td>e</td>
<td>Compliance with published approach procedure</td>
</tr>
<tr>
<td>f</td>
<td>Approach timing</td>
</tr>
<tr>
<td>g</td>
<td>Altitude, speed, heading control (stabilised approach)</td>
</tr>
<tr>
<td>h*</td>
<td>Go-around action</td>
</tr>
<tr>
<td>i*</td>
<td>Missed approach procedure/landing</td>
</tr>
<tr>
<td>j</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

* To be performed in section 4 or section 5.

SECTION 5 — NON-PRECISION APPROACH

<p>| | |</p>
<table>
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<tr>
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<th></th>
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<tbody>
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</tr>
<tr>
<td>g</td>
<td>Altitude, speed, heading control (stabilised approach)</td>
</tr>
<tr>
<td>h*</td>
<td>Go-around action</td>
</tr>
<tr>
<td>i*</td>
<td>Missed approach procedure*/landing</td>
</tr>
</tbody>
</table>
PART FCL CAO.IRI Air Crew Regulation

<table>
<thead>
<tr>
<th></th>
<th>ATC liaison – compliance, R/T procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>*</td>
<td>To be performed in section 4 or section 5.</td>
</tr>
</tbody>
</table>

SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES
This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:

<table>
<thead>
<tr>
<th></th>
<th>Simulated engine failure after take-off and on/during approach* (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>*Multi-engine helicopter only.</td>
</tr>
<tr>
<td>b</td>
<td>Failure of stability augmentation devices/hydraulic system (if applicable)</td>
</tr>
<tr>
<td>c</td>
<td>Limited panel</td>
</tr>
<tr>
<td>d</td>
<td>Autorotation and recovery to a pre-set altitude</td>
</tr>
</tbody>
</table>
| e | Precision approach manually without flight director*  
|   | Precision approach manually with flight director*  
|   | *Only one item to be tested. |

Airships

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE
Use of checklist, airmanship, ATC liaison compliance, R/T procedures, apply in all sections

<table>
<thead>
<tr>
<th></th>
<th>Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>b</td>
<td>Use of Air Traffic Services document, weather document</td>
</tr>
<tr>
<td>c</td>
<td>Preparation of ATC flight plan, IFR flight plan/log</td>
</tr>
<tr>
<td>d</td>
<td>Pre-flight inspection</td>
</tr>
<tr>
<td>e</td>
<td>Weather minima</td>
</tr>
</tbody>
</table>
### PART FCL

**CAO.IRI Air Crew Regulation**

<table>
<thead>
<tr>
<th>f</th>
<th>Pre-take-off briefing, off mast procedure, manoeuvring on ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>g</td>
<td>Take-off</td>
</tr>
<tr>
<td>h</td>
<td>Transition to instrument flight</td>
</tr>
<tr>
<td>i</td>
<td>Instrument departure procedures, altimeter setting</td>
</tr>
<tr>
<td>j</td>
<td>ATC liaison - compliance, R/T procedures</td>
</tr>
</tbody>
</table>

**SECTION 2 — GENERAL HANDLING**

<table>
<thead>
<tr>
<th>a</th>
<th>Control of the airship by reference solely to instruments</th>
</tr>
</thead>
<tbody>
<tr>
<td>b</td>
<td>Climbing and descending turns with sustained rate of turn</td>
</tr>
<tr>
<td>c</td>
<td>Recoveries from unusual attitudes</td>
</tr>
<tr>
<td>d</td>
<td>Limited panel</td>
</tr>
</tbody>
</table>

**SECTION 3 — EN-ROUTE IFR PROCEDURES**

<table>
<thead>
<tr>
<th>a</th>
<th>Tracking, including interception, e.g. NDB, VOR, RNAV</th>
</tr>
</thead>
<tbody>
<tr>
<td>b</td>
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</tr>
<tr>
<td>c</td>
<td>Level flight, control of heading, attitude and airspeed, power setting, trim technique</td>
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<tr>
<td>e</td>
<td>Timing and revision of ETAs</td>
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<td>f</td>
<td>Monitoring of flight progress, flight log, fuel usage, systems' management</td>
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<tr>
<td>g</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

**SECTION 4 — PRECISION APPROACH PROCEDURES**
### CAO.IRI Air Crew Regulation

**PART FCL**

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<tbody>
<tr>
<td>a</td>
<td>Setting and checking of navigational aids, identification of facilities</td>
</tr>
<tr>
<td>b</td>
<td>Arrival procedures, altimeter checks</td>
</tr>
<tr>
<td>c</td>
<td>Approach and landing briefing, including descent/approach/landing checks</td>
</tr>
<tr>
<td>d+</td>
<td>Holding procedure</td>
</tr>
<tr>
<td>e</td>
<td>Compliance with published approach procedure</td>
</tr>
<tr>
<td>f</td>
<td>Approach timing</td>
</tr>
<tr>
<td>g</td>
<td>Stabilised approach (altitude, speed and heading control)</td>
</tr>
<tr>
<td>h+</td>
<td>Go-around action</td>
</tr>
<tr>
<td>i+</td>
<td>Missed approach procedure/landing</td>
</tr>
<tr>
<td>j</td>
<td>ATC liaison – compliance, R/T procedures</td>
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</table>

### SECTION 5 — NON-PRECISION APPROACH PROCEDURES

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<tbody>
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</table>
### SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE

This section may be combined with sections 1 through 5. The test shall have regard to control of the airship, identification of the failed engine, immediate actions, follow-up actions, checks and flying accuracy in the following situations:

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<tr>
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<tbody>
<tr>
<td>a</td>
<td>Simulated engine failure after take-off or on go-around</td>
</tr>
<tr>
<td>b</td>
<td>Approach and procedural go-around with one engine inoperative</td>
</tr>
<tr>
<td>c</td>
<td>Approach and landing, missed approach procedure, with one engine inoperative</td>
</tr>
<tr>
<td>d</td>
<td>ATC liaison – compliance, R/T procedures</td>
</tr>
</tbody>
</table>

*May be performed in either section 4 or section 5.*
APPENDIX 8

CROSS-CREDITING OF THE IR PART OF A CLASS OR TYPE RATING
PROFICIENCY CHECK

A. Aeroplanes

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

<table>
<thead>
<tr>
<th>When a proficiency check including IR is performed, and the holder has a valid:</th>
<th>Credit is valid towards the IR part in a proficiency check for:</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP type rating; SP High performance complex aeroplane type rating</td>
<td>SE class *, and SE type rating *; and SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for section 38 of the skill test for single pilot non-high performance complex aeroplane of Appendix 9 *</td>
</tr>
<tr>
<td>SP ME non high performance complex aeroplane type rating, operated as single-pilot</td>
<td>SP ME class <em>, and SP ME non-high performance complex aeroplane type rating</em>, and SE class and type rating *</td>
</tr>
<tr>
<td>SP ME non high performance complex aeroplane type rating, restricted to MP operation</td>
<td>a. SP ME class *, and b. SP ME non-high performance complex aeroplane type rating *, and c. SE class and type rating *</td>
</tr>
<tr>
<td>SP ME class rating, operated as single pilot</td>
<td>SE class and type rating*, and SP ME class <em>, and SP ME non-high performance complex aeroplane type rating</em></td>
</tr>
<tr>
<td>SP ME class rating, restricted to MP operation</td>
<td>SE class and type rating *, and SP ME class *, and SP ME non-high performance complex aeroplane type rating *</td>
</tr>
<tr>
<td>SP SE class rating</td>
<td>SE class and type rating</td>
</tr>
<tr>
<td>SP SE type rating</td>
<td>SE class and type rating</td>
</tr>
</tbody>
</table>

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

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

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

* Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.
APPENDIX 9

TRAINING, Skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

A. General

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.

5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilot is qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed by CAO.IRI and approved by CAO.IRI. Full flight simulators and other training devices, when available, shall be used, as established in this Part.

7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.

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

9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant’s demonstration of flying skill requires a complete re-test.

10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.
11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. 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 aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.

15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:

   (a) management of crew cooperation;

   (b) maintaining a general survey of the aircraft operation by appropriate supervision; and

   (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

16. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to CAO.IRI before the new type rating is entered in the applicant’s licence.

B. Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. 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 or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than 5 items will require the applicant to take the entire test or check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
   (a) operate the aeroplane within its limitations;
   (b) complete all manoeuvres with smoothness and accuracy;
   (c) exercise good judgement and airmanship;
   (d) apply aeronautical knowledge;
   (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
   (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
   (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

**Height**

Generally ±100 feet starting a go-around at decision height + 50 feet/-0 feet
Minimum descent height/altitude + 50 feet/-0 feet

**Tracking**

on radio aids ± 5°

Precision approach half scale deflection, azimuth and glide path

**Heading**

all engines operating ± 5° with simulated engine failure ± 10°

**Speed**

all engines operating ± 5 knots with simulated engine failure +10 knots/-5 knots

**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

5. Single-pilot aeroplanes, except for high performance complex aeroplanes

(a) The following symbols mean:

P= Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF)

X= Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure

P#= The training shall be complemented by supervised aeroplane inspection

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (---->)

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

A = Aeroplane

FFS = Full Flight Simulator

FTD = Flight Training Device (including FNPT II for ME class rating)

(c) The starred (*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR 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 IR privileges, the class or type rating will be restricted to VFR only.
(d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

(e) Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

(f) An FFS or an FNPT II shall be used for practical training for type or multi-engine class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

   (i) the qualification of the FFS or FNPT II as set out in the relevant requirements of Part-ARA and Part-ORA;

   (ii) the qualifications of the instructors;

   (iii) the amount of FFS or FNPT II training provided on the course; and

   (iv) the qualifications and previous experience on similar types of the pilot under training.

(g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.
<table>
<thead>
<tr>
<th>MANOEUVRES/PROCEDURES</th>
<th>PRACTICAL TRAINING</th>
<th>CLASS OR TYPE RATING SKILL TEST/PROF. CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTD</td>
<td>FFS A</td>
</tr>
</tbody>
</table>

**SECTION 1**

1. **Departure**
   1.1 Pre-flight including:
      - Documentation
      - Mass and Balance
      - Weather briefing
      - NOTAM
   1.2 Pre-start checks
      1.2.1 External
      1.2.2 Internal
      1.3 Engine starting:
         - Normal
         - Malfunctions
   1.4 Taxing
   1.5 Pre-departure checks:
      - Engine run-up (if applicable)

Instructor initials when training completed

Checked in FFS A

Examiner initials when test completed

P - Passed
M - Failed

**** - Alternating Passed

> - Passed

- - Failed

APRIL 2017 186 of 405 ISSUE: 01
<table>
<thead>
<tr>
<th>Manoeuvres/Procedures</th>
<th>PRACTICAL TRAINING</th>
<th>CLASS OR TYPE RATING</th>
<th>SKILL TEST/PROF. CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTD</td>
<td>FFS</td>
<td>A</td>
</tr>
<tr>
<td>1.6 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)</td>
<td>P---- &gt; &gt;</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>1.7 Climbing: Vx/Vy Turns onto headings Level off</td>
<td>P---- &gt; &gt;</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>1.8 ATC liaison – Compliance, R/T procedure</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**SECTION 2**

2. Airwork (VMC)

2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable) | P---- > > |

2.2 Steep turns (360° left and right at 45° bank) | P---- > > | M |
### SINGLE PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES

<table>
<thead>
<tr>
<th>Manoeuvres/Procedures</th>
<th>PRACTICAL TRAINING</th>
<th>CLASS OR TYPE RATING SKILL TEST/PROF. CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTD</td>
<td>FFS</td>
</tr>
</tbody>
</table>

2.3 Stalls and recovery:
(i) Clean stall
(ii) Approach to stall in descending turn with bank with approach configuration and power
(iii) Approach to stall in landing configuration and power
(iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)

2.4 Handling using autopilot and flight director (may be conducted in section 3) if applicable

2.5 ATC liaison – Compliance, R/T procedure

### SECTION 3A

3A En-route procedures VFR
(see B.5 (c) and (d))
3A.1 Flight plan, dead reckoning and map reading
### SINGLE PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES

<table>
<thead>
<tr>
<th>Manoeuvres/Procedures</th>
<th>PRACTICAL TRAINING</th>
<th>CLASS OR TYPE RATING</th>
<th>SKILL TEST/PROF. CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTD</td>
<td>FFS</td>
<td>A</td>
</tr>
<tr>
<td>3A. Maintenance of altitude, heading and speed</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3A. Orientation, timing and revision of ETAs</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3A. Use of radio navigation aids (if applicable)</td>
<td></td>
<td></td>
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<tr>
<td>3A. Flight management (flight log, routine checks including fuel, systems and icing)</td>
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<td></td>
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<tr>
<td>3A. ATC liaison – Compliance, R/T procedure</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SECTION 3B

<p>| 3B.1 Instrument flight Departure IFR | P---- &gt; | ---- &gt; | M |
| 3B.2 En-route IFR | P---- &gt; | ---- &gt; | M |
| 3B.3 Holding procedures | P---- &gt; | ---- &gt; | M |</p>
<table>
<thead>
<tr>
<th>SINGLE PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES</th>
<th>PRACTICAL TRAINING</th>
<th>CLASS OR TYPE RATING SKILL TEST/PROF. CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvres/Procedures</td>
<td>FTD FFS A</td>
<td>Instructor initials when training completed Chkd in FFS A Examiner initials when test completed</td>
</tr>
<tr>
<td>3B.4 ILS to DH/A of 200’ (60 m) or to procedure minima (autopilot may be used to glideslope intercept)</td>
<td>P---- &gt; &gt; &gt;</td>
<td>M</td>
</tr>
<tr>
<td>3B.5 Non-precision approach to MDH/A and MAP</td>
<td>P---- &gt; &gt; &gt;</td>
<td>M</td>
</tr>
<tr>
<td>3B.6 Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes</td>
<td>P---- &gt; &gt; &gt;</td>
<td>M</td>
</tr>
<tr>
<td>3B.7 Failure of localiser or glideslope</td>
<td>P---- &gt; &gt; &gt;</td>
<td></td>
</tr>
<tr>
<td>3B.8 ATC liaison – Compliance, R/T procedure</td>
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</tbody>
</table>

**SECTION 4**

<p>| 4 Arrival and landings | P---- &gt; &gt; &gt; | M |
| 4.1 Aerodrome arrival procedure | | |</p>
<table>
<thead>
<tr>
<th>Maneuvers/Procedures</th>
<th>Practical Training</th>
<th>Class or Type Rating Skill Test/Prof. Check</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTD</td>
<td>FFS</td>
</tr>
<tr>
<td>4.2 Normal landing</td>
<td>P---- &gt;</td>
<td>----  &gt;</td>
</tr>
<tr>
<td>4.3 Flapless landing</td>
<td>P---- &gt;</td>
<td>----  &gt;</td>
</tr>
<tr>
<td>4.4 Crosswind landing (if suitable conditions)</td>
<td>P---- &gt;</td>
<td>----  &gt;</td>
</tr>
<tr>
<td>4.5 Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only)</td>
<td>P---- &gt;</td>
<td>----  &gt;</td>
</tr>
<tr>
<td>4.6 Go-around from minimum height</td>
<td>P---- &gt;</td>
<td>----  &gt;</td>
</tr>
<tr>
<td>4.7 Night go-around and landing (if applicable)</td>
<td>P---- &gt;</td>
<td>----  &gt;</td>
</tr>
<tr>
<td>4.8 ATC liaison – Compliance, R/T procedure</td>
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</tr>
</tbody>
</table>

SECTION 5

5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)
| SECTION 5 | | |
|---|---|---|---|
| **Manoeuvres/Procedures** | **PRACTICAL TRAINING** | **CLASS OR TYPE SKILL TEST/PROF. CHECK** | |
| | | **Instructor initials when training complete**d | **Chkd in** | **Examiner initials when test completed** |
| | **FTD** | **FFS** | **A** | **FFS** | **A** |
| 5.1 Rejected take-off at a reasonable speed | P | > | > | M |
| 5.2 Simulated engine failure after take-off (single-engine aeroplanes only) | P | | | M |
| 5.3 Simulated forced landing without power (single-engine aeroplanes only) | P | | | M |
| 5.4 Simulated emergencies: | P | > | > | > |
| (i) fire or smoke in flight, | | | | |
| (ii) systems' malfunctions as appropriate | | | | |
| 5.5 Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft) | P | > | > | > |
| 5.6 ATC liaison – Compliance, R/T procedure | | | | |

**SECTION 6**
### 6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes

(a) The following symbols mean:

- **P** = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

- **X** = Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.

- **P#** = The training shall be complemented by supervised aeroplane inspection.

(b) 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 (----->).

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

- **A** = Aeroplane

- **FFS** = Full Flight Simulator

- **FTD** = Flight Training Device
OTD = Other Training Devices

(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

(d) Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

   (i) the qualification of the FFS or a combination of FNPT II MCC and FTD 2 or FTD 2;
   (ii) the qualifications of the instructors;
   (iii) the amount of FFS or FNPT II training provided on the course; and
   (iv) the qualifications and previous experience on similar types of the pilot under training.

(f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.

(g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.

(h) In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot. (i) In case of a restricted type rating issued in accordance with FCL.720.A(e), the applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.
<table>
<thead>
<tr>
<th>Manoeuvres/Procedures</th>
<th>PRACTICAL TRAINING</th>
<th>ATPL/MPL/TYP RATING SKILL TEST OR PROF CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OTD</td>
<td>FTD</td>
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<td></td>
<td></td>
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<tr>
<td>SECTION 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Flight preparation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1 Performance calculation</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>1.2 Aeroplane external visual inspection; location of each item and purpose of inspection</td>
<td>P#</td>
<td></td>
</tr>
<tr>
<td>1.3 Cockpit inspection</td>
<td>P------</td>
<td>------</td>
</tr>
<tr>
<td></td>
<td>&gt;</td>
<td></td>
</tr>
<tr>
<td>1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies</td>
<td>P------</td>
<td>------</td>
</tr>
<tr>
<td></td>
<td>&gt;</td>
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<tr>
<td>1.5 Taxiing in compliance with air traffic control or instructions of instructor</td>
<td>P------</td>
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<tr>
<td></td>
<td>&gt;</td>
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<tr>
<td>1.6 Before take-off checks</td>
<td>P------</td>
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<td></td>
<td>&gt;</td>
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</tbody>
</table>
### SECTION 2

<table>
<thead>
<tr>
<th>2</th>
<th>Take-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Normal take-offs with different flap settings, including expedited take-off</td>
</tr>
<tr>
<td>2.2*</td>
<td>Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne</td>
</tr>
<tr>
<td>2.3</td>
<td>Crosswind take-off</td>
</tr>
<tr>
<td>2.4</td>
<td>Take-off at maximum take-off mass (actual or simulated maximum take-off mass)</td>
</tr>
<tr>
<td>2.5</td>
<td>Take-offs with simulated engine failure:</td>
</tr>
<tr>
<td></td>
<td>2.5.1* shortly after reaching V2</td>
</tr>
</tbody>
</table>

(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)
<table>
<thead>
<tr>
<th>2.5.2* between V1 and V2</th>
<th>P</th>
<th>X</th>
<th>M FFS Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.6 Rejected take-off at a reasonable speed before reaching V1</td>
<td>P &gt;</td>
<td>----&gt;X</td>
<td>M</td>
</tr>
</tbody>
</table>

### SECTION 3

3 Flight Manoeuvres and Procedures

3.1 Turns with and without spoilers

3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)

3.3 Normal operation of systems and controls engineer’s panel

Normal and abnormal operations of following systems:

3.4.0 Engine (if necessary propeller)
| 3.4.1  | Pressurisation and air-conditioning | P- | > | ---- | ---- |
| 3.4.2  | Pitot/static system | P- | > | ---- | ---- |
| 3.4.3  | Fuel system | P- | > | ---- | ---- |
| 3.4.4  | Electrical system | P- | > | ---- | ---- |
| 3.4.5  | Hydraulic system | P- | > | ---- | ---- |
| 3.4.6  | Flight control and Trim-system | P- | > | ---- | ---- |
| 3.4.7  | Anti-icing/de-icing system, Glare shield heating | P- | > | ---- | ---- |
| 3.4.8  | Autopilot/Flight director | P- | > | ---- | ---- |
| 3.4.9  | Stall warning devices or stall avoidance devices, and stability augmentation devices | P- | > | ---- | ---- |
| 3.4.10 | Ground proximity warning system, weather radar, radio altimeter, transponder | P- | > | ---- | ---- |
| 3.4.11 | Radios, navigation equipment, instruments, flight management system | P- | > | ---- | ---- |

M (single pilot Only)
<table>
<thead>
<tr>
<th>3.4.12 Landing gear and brake</th>
<th>P</th>
<th>-----</th>
<th>-----</th>
<th>-----</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.4.13 Slat and flap system</td>
<td>P</td>
<td>-----</td>
<td>-----</td>
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</tr>
<tr>
<td>3.4.14 Auxiliary power unit</td>
<td>P</td>
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</tbody>
</table>

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3.6 Abnormal and emergency procedures:

<table>
<thead>
<tr>
<th>3.6.1 Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation</th>
<th>P</th>
<th>-----</th>
<th>-----</th>
<th>-----</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.6.2 Smoke control and removal</td>
<td>P</td>
<td>-----</td>
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</tr>
<tr>
<td>3.6.3 Engine failures, shutdown and restart at a safe height</td>
<td>P</td>
<td>-----</td>
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</tr>
<tr>
<td>3.6.4 Fuel dumping (simulated)</td>
<td>P</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>3.6.5 Wind shear at take-off/landing</td>
<td>P</td>
<td>X</td>
<td>FFS only</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Indicators</td>
<td>Notes</td>
<td></td>
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<tr>
<td>3.6.6</td>
<td>Simulated cabin pressure failure/emergency descent</td>
<td>P &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6.7</td>
<td>Incapacitation of flight crew member</td>
<td>P &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6.8</td>
<td>Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual</td>
<td>P &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6.9</td>
<td>ACAS event</td>
<td>P &gt;</td>
<td>An aircraft may not be used FFS only</td>
<td></td>
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<tr>
<td>3.7</td>
<td>Steep turns with 45° bank, 180° to 360° left and right</td>
<td>P &gt;</td>
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<tr>
<td>3.8</td>
<td>Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)</td>
<td>P &gt;</td>
<td></td>
<td></td>
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<tr>
<td>3.8.1</td>
<td>Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration</td>
<td>P X</td>
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<tr>
<td>3.9</td>
<td>Instrument flight procedures</td>
<td></td>
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<tr>
<td>3.9.1* Adherence to departure and arrival routes and ATC instructions</td>
<td>P——&gt;</td>
<td>———&gt;</td>
<td>———&gt;</td>
<td>M</td>
</tr>
<tr>
<td>3.9.2* Holding procedures</td>
<td>P——&gt;</td>
<td>———&gt;</td>
<td>———&gt;</td>
<td></td>
</tr>
<tr>
<td>3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft)</td>
<td>P——&gt;</td>
<td>———&gt;</td>
<td>———&gt;</td>
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</tr>
<tr>
<td>3.9.3.1* manually, without flight director</td>
<td>P——&gt;</td>
<td>———&gt;</td>
<td>M (skill test only)</td>
<td></td>
</tr>
<tr>
<td>3.9.3.2* manually, with flight director</td>
<td>P——&gt;</td>
<td>———&gt;</td>
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<td></td>
</tr>
<tr>
<td>3.9.3.3* with autopilot</td>
<td>P——&gt;</td>
<td>———&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure</td>
<td>P——&gt;</td>
<td>———&gt;</td>
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</tbody>
</table>

In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with
the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.

| 3.9.4* Non-precision approach down to the MDH/A | P*--- > ------ | M |

3.9.5 Circling approach under following conditions:
(a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by:
(b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.
Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.
## SECTION 4

<table>
<thead>
<tr>
<th>4. Missed Approach Procedures</th>
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</thead>
<tbody>
<tr>
<td>4.1 Go-around with all engines operating* after an ILS approach on reaching decision height</td>
<td>P*--</td>
<td>&gt;</td>
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</tr>
<tr>
<td>4.2 Other missed approach procedures</td>
<td>P*--</td>
<td>&gt;</td>
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</tr>
<tr>
<td>4.3 Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAP</td>
<td>P*--</td>
<td>&gt;</td>
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</tr>
<tr>
<td>4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around</td>
<td>P------</td>
<td>&gt;</td>
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</table>

## SECTION 5

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<tr>
<th>5 Landings</th>
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<tbody>
<tr>
<td>5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH</td>
<td>P</td>
<td></td>
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</tr>
<tr>
<td>5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position</td>
<td>P------</td>
<td>&gt;</td>
<td>An aircraft may not be used for this exercise</td>
</tr>
<tr>
<td>5.3 Crosswind landings (a/c, if practicable)</td>
<td>P------</td>
<td>&gt;</td>
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</tr>
</tbody>
</table>
### 5.4 Traffic pattern and landing without extended or with partly extended flaps and slats

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### 5.5 Landing with critical engine simulated inoperative

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</thead>
</table>

### 5.6 Landing with two engines inoperative:
- aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM;
- aeroplanes with 4 engines: 2 engines at one side

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</table>

**General remarks:**

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.
SECTION 6

Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III).

The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60m (200ft) shall be used.

6.1* Rejected take-off at minimum authorised RVR

| P* --- | ---->X |
| An aircraft may not be used for this exercise | M* |
NOTE: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

7. Class ratings - sea

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.
<table>
<thead>
<tr>
<th>CLASS RATING SEA</th>
<th>PRACTICAL TRAINING</th>
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<tbody>
<tr>
<td>Manoeuvres/Procedures</td>
<td>Instructor's initials when training completed</td>
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<td></td>
<td>Examiner's initials when test completed</td>
</tr>
</tbody>
</table>

### SECTION 1

1. **Departure**
   1.1 Pre-flight including:
      - Documentation
      - Mass and Balance
      - Weather briefing
      - NOTAM
   1.2 Pre-start checks
      - External/internal
   1.3 Engine start-up and shutdown
      - Normal malfunctions
   1.4 Taxiing
   1.5 Step taxiing
   1.6 Mooring:
      - Beach
      - Jetty pier
      - Buoy
   1.7 Engine-off sailing
   1.8 Pre-departure checks:
      - Engine run-up
      - (if applicable)
<table>
<thead>
<tr>
<th>CLASS RATING SEA</th>
<th>PRACTICAL TRAINING</th>
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<tr>
<td>Manoeuvres/Procedures</td>
<td>Instructor’s initials when training completed</td>
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<td></td>
<td>Examiner’s initials when test completed</td>
</tr>
</tbody>
</table>

1.9 Take-off procedure:
- Normal with Flight Manual flap settings
- Crosswind (if conditions available)

1.10 Climbing
- Turns onto headings
- Level off

1.11 ATC liaison – Compliance, R/T procedure

### SECTION 2

2. **Airwork (VFR)**

2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)

2.2 Steep turns (360° left and right at 45° bank)

2.3 Stalls and recovery:
- (i) clean stall;
- (ii) approach to stall in descending turn with bank with approach configuration and power;
- (iii) approach to stall in landing configuration and power;
- (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only)
### SECTION 3

3 **En-route procedures VFR**
- 3.1 Flight plan, dead reckoning and map reading
- 3.2 Maintenance of altitude, heading and speed
- 3.3 Orientation, timing and revision of ETAs
- 3.4 Use of radio navigation aids (if applicable)
- 3.5 Flight management (flight log, routine checks including fuel, systems and icing)
- 3.6 ATC liaison – Compliance, R/T procedure

### SECTION 4

4 **Arrivals and landings**
- 4.1 Aerodrome arrival procedure (amphibians only)
- 4.2 Normal landing
- 4.3 Flapless landing
- 4.4 Crosswind landing (if suitable conditions)
<table>
<thead>
<tr>
<th>CLASS RATING SEA</th>
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<tbody>
<tr>
<td>Manoeuvres/Procedures</td>
<td>Instructor’s initials when training completed</td>
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<tr>
<td>4.5 Approach and landing with idle power from up to 2000’ above the water (single-engine aeroplane only)</td>
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<tr>
<td>4.6 Go-around from minimum height</td>
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<td>Glassy water landing</td>
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<tr>
<td>Rough water landing</td>
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<tr>
<td>4.8 ATC liaison – Compliance, R/T procedure</td>
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</tbody>
</table>

**SECTION 5**

5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)

5.1 Rejected take-off at a reasonable speed

5.2 Simulated engine failure after take-off (single-engine aeroplane only)

5.3 Simulated forced landing without power (single-engine aeroplane only)

5.4 Simulated emergencies:
   (i) fire or smoke in flight
   (ii) systems’ malfunctions as appropriate

5.5 ATC liaison – Compliance, R/T procedure
C. Specific requirements for the helicopter category

1. In case of skill test or proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

2. In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than 3 items will require the applicant to take the entire section 5 again. An applicant failing not more than 3 items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
   
   (a) operate the helicopter within its limitations;
   
   (b) complete all manoeuvres with smoothness and accuracy;
   
   (c) exercise good judgement and airmanship;
   
   (d) apply aeronautical knowledge;
(e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;

(f) understand and apply crew coordination and incapacitation procedures, if applicable; and

(g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits

Height:

Generally ±100 feet

Starting a go-around at decision height/altitude +50 feet/-0 feet

Minimum descent height/altitude +50 feet/-0 feet

Tracking:

On radio aids ±5°

Precision approach half scale deflection, azimuth and glide path

Heading:

Normal operations ±5°

Abnormal operations/emergencies ±10°

Speed:

Generally ±10 knots

With simulated engine failure +10 knots/-5 knots

(b) VFR flight limits

Height:

Generally ±100 feet

Heading:

Normal operations ±5°

Abnormal operations/emergencies ±10°
PART FCL  CAO.IRI Air Crew Regulation

Speed:

Generally ±10 knots

With simulated engine failure +10 knots/-5 knots

Ground drift:

T.O. hover I.G.E. ±3 feet

Landing ±2 feet (with 0 feet rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

GENERAL

5. The following symbols mean:

P= Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for MPH.

6. 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 (---->).

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

FFS = Full Flight Simulator

FTD = Flight Training Device

H = Helicopter

7. 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.

8. 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. An FFS or FTD 2/3 may be used for this purpose.

9. Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.

10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

   (i) the qualification of the FSTD as set out in the relevant requirements of Part-ARA and Part-ORA;

   (ii) the qualifications of the instructor and examiner;

   (iii) the amount of FSTD training provided on the course;

   (iv) the qualifications and previous experience in similar types of the pilot under training; and
(v) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.

12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only sections 1 to 4 and, if applicable, section 6.
<table>
<thead>
<tr>
<th>SINGLE/MULTI-PILOT HELICOPTERS</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
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<td>Manoeuvres/Procedures</td>
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<td></td>
<td>FTD</td>
<td>FFS</td>
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</tbody>
</table>

SECTION 1 — Pre-flight preparations and checks

1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection

| 1.1 | P |

1.2 Cockpit inspection

| 1.2 | P |

1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies

| 1.3 | P |

1.4 Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor

| 1.4 | P |

1.5 Pre-take-off procedures and checks

| 1.5 | P |

SECTION 2 — Flight manoeuvres and procedures

2.1 Take-offs (various profiles)

| 2.1 | P |

2.2 Sloping ground or crosswind take-offs & landings

<p>| 2.2 | P |</p>
<table>
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<th>SINGLE/ MULTI-PILOT HELICOPTERS</th>
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<tr>
<td>Manoeuvres/Procedures</td>
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<tr>
<td>2.3 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)</td>
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<tr>
<td>2.4 Take-off with simulated engine failure shortly before reaching TDP or DPATO</td>
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<tr>
<td>2.4.1 Take-off with simulated engine failure shortly after reaching TDP or DPATO</td>
<td>P</td>
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<tr>
<td>2.5 Climbing and descending turns to specified headings</td>
<td>P</td>
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<tr>
<td>2.5.1 Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>2.6 Autorotative descent</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>2.6.1 Autorotative landing (SEH only) or power recovery</td>
<td>P</td>
<td></td>
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<tr>
<td>2.7 Landings, various profiles</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>2.7.1 Go-around or landing following simulated engine failure before LDP or DPBL</td>
<td>P</td>
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<td>SINGLE/MULTI-PILOT HELICOPTERS</td>
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<td>Instructor initials when training complete</td>
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<tr>
<td>2.7. 2 Landing following simulated engine failure after LDP or DPBL</td>
<td>P -----&gt;</td>
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SECTION 3 — Normal and abnormal operations of the following systems and procedures

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<th>Normal and abnormal operations of the following systems and procedures</th>
<th>M</th>
<th>A mandatory minimum of 3 items shall be selected from this section</th>
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<tbody>
<tr>
<td>3.1 Engine</td>
<td>P</td>
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<tr>
<td>3.2 Air conditioning (heating, ventilation)</td>
<td>P</td>
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<tr>
<td>3.3 Pitot/static system</td>
<td>P</td>
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<tr>
<td>3.4 Fuel System</td>
<td>P</td>
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<tr>
<td>3.5 Electrical system</td>
<td>P</td>
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<tr>
<td>3.6 Hydraulic system</td>
<td>P</td>
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</tr>
<tr>
<td>3.7 Flight control and Trim system</td>
<td>P</td>
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<tr>
<td>SINGLE/MULTI-PILOT HELICOPTERS</td>
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<tr>
<td>3.8 Anti-icing and de-icing system</td>
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<tr>
<td>3.9 Autopilot/Flight director</td>
<td>P</td>
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</tr>
<tr>
<td>3.10 Stability augmentation devices</td>
<td>P</td>
<td>--&gt;</td>
</tr>
<tr>
<td>3.11 Weather radar, radio altimeter, transponder</td>
<td>P</td>
<td>--&gt;</td>
</tr>
<tr>
<td>3.12 Area Navigation System</td>
<td>P</td>
<td>--&gt;</td>
</tr>
<tr>
<td>3.13 Landing gear system</td>
<td>P</td>
<td>---&gt;</td>
</tr>
<tr>
<td>3.14 Auxiliary power unit</td>
<td>P</td>
<td>---&gt;</td>
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<tr>
<td>3.15 Radio, navigation equipment, instruments flight management system</td>
<td>P</td>
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</tbody>
</table>
**SECTION 4 — Abnormal and emergency procedures**

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<tbody>
<tr>
<td>4</td>
<td>Abnormal and emergency procedures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>Fire drills (including evacuation if applicable)</td>
<td>P</td>
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<tr>
<td>4.2</td>
<td>Smoke control and removal</td>
<td>P</td>
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</tr>
<tr>
<td>4.3</td>
<td>Engine failures, shutdown and restart at a safe height</td>
<td>P</td>
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<tr>
<td>4.4</td>
<td>Fuel dumping (simulated)</td>
<td>P</td>
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<td>4.5</td>
<td>Tail rotor control failure (if applicable)</td>
<td>P</td>
<td></td>
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<tr>
<td>4.5.1</td>
<td>Tail rotor loss (if applicable)</td>
<td>P</td>
<td>Helicopter may not be used for this exercise</td>
</tr>
<tr>
<td>4.6</td>
<td>Incapacitation of crew member — MPH only</td>
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</tr>
<tr>
<td>4.7</td>
<td>Transmission malfunctions</td>
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</table>

**M** A mandatory minimum of 3 items shall be selected from this section.
### 4.8 Other emergency procedures as outlined in the appropriate Flight Manual

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### 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

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#### 5.1.1 Simulated engine failure during departure

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<tbody>
<tr>
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#### 5.2 Adherence to departure and arrival routes and ATC instructions

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#### 5.3 Holding procedures

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#### 5.4 ILS approaches down to CAT I decision height

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##### 5.4.1 Manually, without flight director

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<td>P*</td>
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##### 5.4.2 Precision approach manually, with or without flight director

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<td>P*</td>
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##### 5.4.3 With coupled autopilot

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<td>P*</td>
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</table>
D. Specific requirements for the powered-lift aircraft category

1. In the case of skill tests or proficiency checks for powered-lift aircraft type ratings, the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within six months.

FLIGHT TEST TOLERANCE

2. The applicant shall demonstrate the ability to:
(a) operate the powered-lift aircraft within its limitations;
(b) complete all manoeuvres with smoothness and accuracy;
(c) exercise good judgement and airmanship;
(d) apply aeronautical knowledge;
(e) maintain control of the powered-lift aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
(f) understand and apply crew coordination and incapacitation procedures; and
(g) communicate effectively with the other crew members.

3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the powered-lift aircraft used.

(a) IFR flight limits:

Height:

Generally ±100 feet
Starting a go-around at decision height/altitude +50 feet/-0 feet
Minimum descent height/altitude +50 feet/-0 feet

Tracking:

On radio aids ±5°
Precision approach half scale deflection, azimuth and glide path

Heading:

Normal operations ±5°
Abnormal operations/emergencies ±10°

Speed:

Generally ±10 knots
With simulated engine failure +10 knots/-5 knots

(b) VFR flight limits:

Height:

Generally ±100 feet

Heading:
Normal operations ±5°

Abnormal operations/emergencies ±10°

Speed:

Generally ±10 knots

With simulated engine failure +10 knots/-5 knots

Ground drift:

T.O. hover I.G.E. ±3 feet

Landing ±2 feet (with 0 feet rearward or lateral flight)

**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

4. The following symbols mean:

   P= Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

5. 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 (---->).

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

   FFS = Full Flight Simulator
   FTD = Flight Training Device
   OTD = Other Training Device
   PL = Powered-lift aircraft

   (a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall take sections 1 to 5 and, if applicable, section 6.

   (b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall take sections 1 to 5 and, if applicable section 6 and/or 7.

   (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

7. Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.

8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:

   (a) the qualification of the flight simulation training devices as set out in the relevant requirements of Part-ORA;
(b) the qualifications of the instructor.

<table>
<thead>
<tr>
<th>POWERED-LIFT AIRCRAFT CATEGORY</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
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<tr>
<td>Manoeuvres/Procedures</td>
<td>OTD</td>
<td>FTD</td>
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</tbody>
</table>

**SECTION 1 — Pre-flight preparations and checks**

1.1 Powered-lift aircraft exterior visual inspection; location of each item and purpose of inspection

1.2 Cockpit inspection

1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies

1.4 Taxiing in compliance with air traffic control instructions or with instructions of an instructor

1.5 Pre-take-off procedures and checks including Power Check
## SECTION 2 — Flight manoeuvres and procedures

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<tbody>
<tr>
<td>2.1</td>
<td>Normal VFR take-off profiles; Runway operations (STOL and VTOL) including crosswind Elevated heliports Ground level heliports</td>
<td>P</td>
<td>----&gt;</td>
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<tr>
<td>2.2</td>
<td>Take-off at maximum take-off mass (actual or simulated maximum take-off mass)</td>
<td>P</td>
<td>----&gt;</td>
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<tr>
<td>2.3.1</td>
<td>Rejected take-off: during runway operations during elevated heliport operations during ground level operations</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>2.3.2</td>
<td>Take-off with simulated engine failure after passing decision point: during runway operations during elevated heliport operations during ground level operations</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>2.4</td>
<td>Autorotative descent in helicopter mode to ground (an aircraft shall not be used for this exercise)</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>Section</td>
<td>Equipment Description</td>
<td>Class</td>
<td>Requirement</td>
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<tr>
<td>3.2</td>
<td>Pressurisation and air conditioning (heating, ventilation)</td>
<td>P</td>
<td>----&gt;</td>
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<tr>
<td>3.3</td>
<td>Pitot/static system</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.4</td>
<td>Fuel System</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.5</td>
<td>Electrical system</td>
<td>P</td>
<td>----&gt;</td>
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<tr>
<td>3.6</td>
<td>Hydraulic system</td>
<td>P</td>
<td>----&gt;</td>
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<tr>
<td>3.7</td>
<td>Flight control and Trim-system</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.8</td>
<td>Anti-icing and de-icing system, glare shield heating (if fitted)</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.9</td>
<td>Autopilot/Flight director</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.10</td>
<td>Stall warning devices or stall avoidance devices and stability augmentation devices</td>
<td>P</td>
<td>----&gt;</td>
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<tr>
<td>3.11</td>
<td>Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.12</td>
<td>Landing gear system</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.13</td>
<td>Auxiliary power unit</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>3.14</td>
<td>Radio, navigation equipment, instruments and flight management system</td>
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### SECTION 4 — Abnormal and emergency procedures

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<td>3.15</td>
<td>Flap system</td>
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<table>
<thead>
<tr>
<th>4</th>
<th>Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)</th>
<th>M</th>
<th></th>
<th>A mandatory minimum of 3 items shall be selected from this section</th>
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</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable</td>
<td>P</td>
<td></td>
<td></td>
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<tr>
<td>4.2</td>
<td>Smoke control and removal</td>
<td>P</td>
<td></td>
<td></td>
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<tr>
<td>4.3</td>
<td>Engine failures, shutdown and restart (an aircraft shall not be used for this exercise) including OEI conversion from helicopter to aeroplane modes and vice versa</td>
<td>P</td>
<td></td>
<td></td>
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<tr>
<td>4.4</td>
<td>Fuel dumping (simulated, if fitted)</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.5</td>
<td>Wind shear at take-off and landing (an aircraft shall not be used for this exercise)</td>
<td>P</td>
<td></td>
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</tbody>
</table>

**FFS only**
| 4.6 | Simulated cabin pressure failure/emergency descent (an aircraft shall not be used for this exercise) | P | --- | --- | FFS only |
| 4.7 | ACAS event (an aircraft shall not be used for this exercise) | P | --- | --- | FFS only |
| 4.8 | Incapacitation of crew member | P | --- | --- | |
| 4.9 | Transmission malfunctions | P | --- | --- | FFS only |
| 4.10 | Recovery from a full stall (power on and off) or after activation of stall warning devices in climb, cruise and approach configurations (an aircraft shall not be used for this exercise) | P | --- | --- | FFS only |
| 4.11 | Other emergency procedures as detailed in the appropriate Flight Manual | P | --- | --- | |

SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)

<p>| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | --- | --- | --- |</p>
<table>
<thead>
<tr>
<th>5.1.</th>
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<tbody>
<tr>
<td>Simulated engine failure during departure after decision point</td>
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<tr>
<td>Adherence to departure and arrival routes and ATC instructions</td>
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<tr>
<th>5.3</th>
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<tr>
<td>Holding procedures</td>
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<tr>
<td>Precision approach down to a decision height not less than 60 m (200 ft)</td>
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<td>Manually, without flight director</td>
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<tr>
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<td>Manually, with flight director</td>
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<th>5.4. 3</th>
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<tr>
<td>With use of autopilot</td>
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<tr>
<th>5.4. 4</th>
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<tr>
<td>Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued either to touchdown, or through to the completion of the missed approach procedure</td>
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<tr>
<td>Section</td>
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<td>5.5</td>
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<td>5.6</td>
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<td>5.6.1</td>
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<td>5.6.2</td>
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<td>5.7</td>
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<td>5.8</td>
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</table>
### SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III)

6. Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III).

The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all powered-lift aircraft equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.

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<tbody>
<tr>
<td>6.1</td>
<td>Rejected take-off at minimum authorised RVR</td>
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<tr>
<td>Section</td>
<td>Description</td>
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<tr>
<td>6.2</td>
<td>6.2 ILS approaches in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed</td>
</tr>
<tr>
<td>6.3</td>
<td>6.3 Go-around after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure</td>
</tr>
<tr>
<td>6.4</td>
<td>6.4 Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</td>
</tr>
<tr>
<td>Section 7</td>
<td>Optional equipment</td>
</tr>
</tbody>
</table>
E. Specific requirements for the airship category

1. In the case of skill tests or proficiency checks for airship type ratings the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test or proficiency check shall be completed within six months.

FLIGHT TEST TOLERANCE

2. The applicant shall demonstrate the ability to:
   (a) operate the airship within its limitations;
   (b) complete all manoeuvres with smoothness and accuracy;
   (c) exercise good judgement and airmanship;
   (d) apply aeronautical knowledge;
   (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
   (f) understand and apply crew coordination and incapacitation procedures; and
   (g) communicate effectively with the other crew members.

3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.
   (a) IFR flight limits:

   Height:
   Generally ±100 feet
   Starting a go-around at decision height/altitude +50 feet/-0 feet
   Minimum descent height/altitude +50 feet/-0 feet

   Tracking:
   On radio aids ±5°
   Precision approach half scale deflection, azimuth and glide path

   Heading:
   Normal operations ±5°
   Abnormal operations/emergencies ±10°
(b) VFR flight limits:

Height:

Generally ±100 feet

Heading:

Normal operations ±5°

Abnormal operations/emergencies ±10°

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbols mean:

P= Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

5. 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 (---->).

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

FFS= Full Flight Simulator

FTD= Flight Training Device

OTD= Other Training Device

As= Airship

(a) Applicants for the skill test for the issue of the airship shall take sections 1 to 5 and, if applicable, section 6.

(b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall take sections 1 to 5 and, if applicable section 6.

(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

7. Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.

8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of a type rating course. The following considerations will apply to the course:

(a) the qualification of the flight simulation training devices as set out in the relevant requirements of Part-ARA and Part-ORA;

(b) the qualifications of the instructor.
<table>
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<tr>
<th>AIRSHIP CATEGORY</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
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</thead>
<tbody>
<tr>
<td>Manoeuvres/Procedures</td>
<td>OTD</td>
<td>Instructor’s initials when training completed</td>
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<tr>
<td></td>
<td>FTD</td>
<td>Chkd in FFS As</td>
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<td></td>
<td>FFS</td>
<td>Examiner’s initials when test completed</td>
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### SECTION 1 — Pre-flight preparations and checks

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<tbody>
<tr>
<td>1.1</td>
<td>Pre-flight inspection</td>
<td></td>
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<tr>
<td>1.2</td>
<td>Cockpit inspection</td>
<td>P</td>
<td>----&gt;</td>
<td>----&gt;</td>
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<tr>
<td>1.3</td>
<td>Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies</td>
<td>P</td>
<td>----&gt;</td>
<td>----&gt;</td>
</tr>
<tr>
<td>1.4</td>
<td>Off Mast procedure and Ground Maneuvering</td>
<td>P</td>
<td>----&gt;</td>
<td>M</td>
</tr>
<tr>
<td>1.5</td>
<td>Pre-take-off procedures and checks</td>
<td>P</td>
<td>----&gt;</td>
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### SECTION 2 — Flight maneuvers and procedures

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<tbody>
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<td>2.1</td>
<td>Normal VFR take-off profile</td>
<td>P</td>
<td>----&gt;</td>
</tr>
<tr>
<td>2.2</td>
<td>Take-off with simulated engine failure</td>
<td>P</td>
<td>----&gt;</td>
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<td>AIRSHIP CATEGORY</td>
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<td>SKILL TEST OR PROFICIENCY CHECK</td>
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<td>Manoeuvres/Procedures</td>
<td>OTD</td>
<td>FTD</td>
<td>FFS</td>
</tr>
<tr>
<td>2.3 Take-off with heaviness &gt; 0 (Heavy T/O)</td>
<td>P</td>
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<tr>
<td>2.4 Take-off with heaviness &lt; 0 (Light/T0)</td>
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<tr>
<td>2.5 Normal climb procedure</td>
<td>P</td>
<td>----&gt;</td>
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</tr>
<tr>
<td>2.6 Climb to Pressure Height</td>
<td>P</td>
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</tr>
<tr>
<td>2.7 Recognising of Pressure Height</td>
<td>P</td>
<td>----&gt;</td>
<td></td>
</tr>
<tr>
<td>2.8 Flight at or close to Pressure Height</td>
<td>P</td>
<td>----&gt;</td>
<td></td>
</tr>
<tr>
<td>2.9 Normal descent and approach</td>
<td>P</td>
<td>----&gt;</td>
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</tr>
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<td>2.10 Normal VFR landing profile</td>
<td>P</td>
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<td>2.11 Landing with heaviness &gt; 0 (Heavy Ldg.)</td>
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<td>----&gt;</td>
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</tr>
<tr>
<td>2.12 Landing with heaviness &lt; 0 (Light Ldg.)</td>
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### SECTION 3 — Normal and abnormal operations of the following systems and procedures

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<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
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<td>Instructor's initials when training completed</td>
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<td>Examiner’s initials when test completed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>As</td>
</tr>
<tr>
<td>Intentionally left blank</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3 Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):

3.1 Engine
3.2 Envelope Pressurisation
3.3 Pitot/static system
3.4 Fuel system
3.5 Electrical system
3.6 Hydraulic system
3.7 Flight control and Trim-system

A mandatory minimum of 3 items shall be selected from this section.
<table>
<thead>
<tr>
<th>AIRSHIP CATEGORY</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OTD</td>
<td>FTD</td>
</tr>
<tr>
<td>Manoeuvres/Procedures</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.8 Ballonet system</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.9 Autopilot/Flight director</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.10 Stability augmentation devices</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.11 Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.12 Landing gear system</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.13 Auxiliary power unit</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>3.14 Radio, navigation equipment, instruments and flight management system</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Intentionally left blank</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SECTION 4 — Abnormal and emergency procedures
<table>
<thead>
<tr>
<th>AIRSHIP CATEGORY</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manoeuvres/Procedures</td>
<td>OTD</td>
<td>Instructor’s initials when training completed</td>
</tr>
<tr>
<td>Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)</td>
<td>FTD</td>
<td>As</td>
</tr>
<tr>
<td>4 Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable</td>
<td>P</td>
<td>——&gt;</td>
</tr>
<tr>
<td>Smoke control and removal</td>
<td>P</td>
<td>——&gt;</td>
</tr>
<tr>
<td>Engine failures, shutdown and restart in particular phases of flight, inclusive multiple engine failure</td>
<td>P</td>
<td>——&gt;</td>
</tr>
<tr>
<td>Incapacitation of crew member</td>
<td>P</td>
<td>——&gt;</td>
</tr>
<tr>
<td>Transmission/Gearbox malfunctions</td>
<td>P</td>
<td>——&gt;</td>
</tr>
</tbody>
</table>

A mandatory minimum of three items shall be selected from this section.
### SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)

<table>
<thead>
<tr>
<th>AIRSHIP CATEGORY</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OTD</td>
<td>Instructor’s initials when training completed</td>
</tr>
<tr>
<td></td>
<td>FTD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FFS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>As</td>
<td></td>
</tr>
</tbody>
</table>

#### 4.6 Other emergency procedures as outlined in the appropriate Flight Manual

<table>
<thead>
<tr>
<th>Manoeuvres/Procedures</th>
<th>OTD</th>
<th>FTD</th>
<th>FFS</th>
<th>As</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other emergency</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>procedures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>as outlined in the</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>appropriate Flight</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne

<table>
<thead>
<tr>
<th>Instrument take-off:</th>
<th>OTD</th>
<th>FTD</th>
<th>FFS</th>
<th>As</th>
</tr>
</thead>
<tbody>
<tr>
<td>transition to</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>instrument flight</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>is required</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>as soon as possible</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>after becoming</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>airborne</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5.1.1 Simulated engine failure during departure

| Simulated engine     | OTD | FTD | FFS | As |
| engine failure       |     |     |     |    |
| during departure     |     |     |     |    |

#### 5.2 Adherence to departure and arrival routes and ATC instructions

| Adherence to         | OTD | FTD | FFS | As |
| departure and arrival|     |     |     |    |
| routes and ATC       |     |     |     |    |
| instructions         |     |     |     |    |

#### 5.3 Holding procedures

<table>
<thead>
<tr>
<th>Holding procedures</th>
<th>OTD</th>
<th>FTD</th>
<th>FFS</th>
<th>As</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5.4 Precision approach down to a decision height not less than 60 m (200 ft)

<p>| Precision approach   | OTD | FTD | FFS | As |
| down to a decision   |     |     |     |    |
| height not less than  |     |     |     |    |
| 60 m (200 ft)        |     |     |     |    |</p>
<table>
<thead>
<tr>
<th>AIRSHIP CATEGORY</th>
<th>PRACTICAL TRAINING</th>
<th>SKILL TEST OR PROFICIENCY CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manoeuvres/Procedures</td>
<td></td>
<td>Instructor’s initials when training completed</td>
</tr>
<tr>
<td></td>
<td>OTD</td>
<td>FTD</td>
</tr>
<tr>
<td>5.4.1 Manually, without flight director</td>
<td>P*</td>
<td>-----&gt;</td>
</tr>
<tr>
<td>5.4.2 Manually, with flight director</td>
<td>P*</td>
<td>-----&gt;</td>
</tr>
<tr>
<td>5.4.3 With use of autopilot</td>
<td>P*</td>
<td>-----&gt;</td>
</tr>
<tr>
<td>5.4.4 Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure</td>
<td>P*</td>
<td>-----&gt;</td>
</tr>
<tr>
<td>5.5 Non-precision approach down to the minimum descent altitude MDA/H</td>
<td>P*</td>
<td>-----&gt;</td>
</tr>
<tr>
<td>AIRSHIP CATEGORY</td>
<td>PRACTICAL TRAINING</td>
<td>SKILL TEST OR PROFICIENCY CHECK</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Manoeuvres/Procedures</td>
<td></td>
<td>Instructor’s initials when training completed</td>
</tr>
<tr>
<td></td>
<td>OTD</td>
<td>FTD</td>
</tr>
<tr>
<td>5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH</td>
<td>P*</td>
<td>----&gt;.*</td>
</tr>
<tr>
<td>5.6.1 Other missed approach procedures</td>
<td>P*</td>
<td>----&gt;.*</td>
</tr>
<tr>
<td>5.6.2 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH</td>
<td>P*</td>
<td></td>
</tr>
<tr>
<td>5.7 Recovery from unusual attitudes (this one depends on the quality of the FFS)</td>
<td>P*</td>
<td>----&gt;.*</td>
</tr>
</tbody>
</table>
### SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III)

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td>Rejected take-off at minimum authorised RVR</td>
<td>P</td>
<td>M*</td>
</tr>
<tr>
<td>6.2</td>
<td>ILS approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed</td>
<td>P</td>
<td>M*</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>6.3</td>
<td>Go-around</td>
<td>After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure</td>
<td>P</td>
</tr>
<tr>
<td>6.4</td>
<td>Landing(s)</td>
<td>With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>SECTION 7 — Optional equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Use of optional equipment</td>
<td>P</td>
<td>——&gt;</td>
</tr>
</tbody>
</table>
PART II

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

A. AEROPLANES

1. Pilot licences

A pilot licence issued by a CAO.IRI in accordance with the national requirements shall be converted into a Part-FCL licence provided that the applicant complies with the following requirements:

(a) for ATPL(A) and CPL(A), complete as a proficiency check the revalidation requirements of Part-FCL for type/class and instrument rating, relevant to the privileges of the licence held;

(b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;

(c) demonstrate language proficiency in accordance with FCL.055;

(d) comply with the requirements set out in the following table:

<table>
<thead>
<tr>
<th>National licence held</th>
<th>Total flying hours experience</th>
<th>Any further requirements</th>
<th>Replacement Part-FCL licence and conditions (where applicable)</th>
<th>Removal of conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATPL(A)</td>
<td>&gt; 1,500 as PIC on multi-pilot aeroplanes</td>
<td>None</td>
<td>ATPL(A)</td>
<td>Not applicable (a)</td>
</tr>
<tr>
<td>ATPL(A)</td>
<td>&gt; 1,500 on multi-pilot aeroplanes</td>
<td>None</td>
<td>as in (c)(i)</td>
<td>as in (c)(5) (b)</td>
</tr>
<tr>
<td>ATPL(A)</td>
<td>&gt; 500 on multi-pilot aeroplanes</td>
<td>Demonstrate knowledge of flight planning and performance as required by FCL.515</td>
<td>ATPL(A), with type rating restricted to co-pilot</td>
<td>Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL (c)</td>
</tr>
<tr>
<td>CPL/IR(A) and passed an ICAO ATPL theory test in the Member State of licence issue</td>
<td></td>
<td>(i) demonstrate knowledge of flight planning and performance as required by FCL.310 and FCL.615(b)</td>
<td>CPL/IR(A) with ATPL theory credit</td>
<td>Not applicable (d)</td>
</tr>
<tr>
<td></td>
<td>(ii) meet remaining requirements of FCL.720.A(c)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CPL/IR(A) > 500 on multi-pilot | (i) pass | CPL/IR(A) with | Not applicable (a) |

APRIL 2017 246 of 405 ISSUE: 01
CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane type, but will not be given ATPL(A) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot aeroplane, they must comply with column (3), row (e)(i) of the above table.

2. Instructor certificates

An instructor certificate issued by the CAO.IRI in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the applicant complies with the following requirements:
3. SFI certificate

A SFI certificate issued by the CAO.IRI in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

<table>
<thead>
<tr>
<th>National certificate or privileges held</th>
<th>Experience</th>
<th>Any further requirements</th>
<th>Replacement Part-FCL certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) FI(A)/IRI(A)/TRI(A) /CRI(A)</td>
<td>as required under</td>
<td>N/A</td>
<td>FI(A)/IRI(A)/TRI(A) /CRI(A)</td>
</tr>
<tr>
<td></td>
<td>Part-FCL for the</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>relevant certificate</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The conversion shall be valid for a maximum period of 3 years. Revalidation shall be subject to the completion of the relevant requirements set out in Part-FCL.

4. STI certificate

An STI certificate issued by the CAO.IRI in accordance with the national requirements may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

<table>
<thead>
<tr>
<th>National certificate held</th>
<th>Experience</th>
<th>Any further requirements</th>
<th>Replacement Part-FCL certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) SFI(A)</td>
<td>&gt;1500 hours as pilot of MPA</td>
<td>(i) hold or have held a CPL, MPL or ATPL for aeroplanes issued by [State]; (ii) have completed the flight simulator content of the applicable type rating course including MCC.</td>
<td>SFI(A)</td>
</tr>
<tr>
<td>(2) SFI(A)</td>
<td>3 years recent experience as a SFI</td>
<td>have completed the flight simulator content of the applicable type rating course including MCC</td>
<td>SFI(A)</td>
</tr>
</tbody>
</table>
Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

B. HELICOPTERS

1. Pilot licences

A pilot licence issued by the CAO.IRI in accordance with the national requirements shall be converted into a Part-FCL licence provided that the applicant complies with the following requirements:

(a) complete as a proficiency check the revalidation requirements of Part-FCL for type and instrument rating, relevant to the privileges of the licence held;

(b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;

(c) demonstrate language proficiency in accordance with FCL.055;

(d) comply with the requirements set out in the following table:
<table>
<thead>
<tr>
<th>National licence held</th>
<th>Total flying experience</th>
<th>Any further requirements</th>
<th>Replacement Part-FCL licence and conditions (where applicable)</th>
<th>Removal of conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATPL(H) valid IR(H)</td>
<td>&gt;1000 as PIC on multi-pilot helicopters</td>
<td>none</td>
<td>ATPL(H) and IR</td>
<td>Not applicable (a)</td>
</tr>
<tr>
<td>ATPL(H) no IR(H) privileges</td>
<td>&gt;1000 as PIC on multi-pilot helicopters</td>
<td>none</td>
<td>ATPL(H)</td>
<td>(b)</td>
</tr>
<tr>
<td>ATPL(H) valid IR(H)</td>
<td>&gt;1000 on multi-pilot helicopters</td>
<td>None</td>
<td>ATPL(H), and IR with type rating restricted to co-pilot</td>
<td>demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL (c)</td>
</tr>
<tr>
<td>ATPL(H) no IR(H) privileges</td>
<td>&gt;1000 on multi-pilot helicopters</td>
<td>None</td>
<td>ATPL(H) type rating restricted to co-pilot</td>
<td>demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL (d)</td>
</tr>
<tr>
<td>ATPL(H) valid IR(H)</td>
<td>&gt;500 on multi-pilot helicopters</td>
<td>demonstrate knowledge of flight planning and flight performance as required by FCL.315 and FCL.615(b)</td>
<td>as (4)(c)</td>
<td>as (5)(c) (e)</td>
</tr>
<tr>
<td>ATPL(H) no IR(H) privileges</td>
<td>&gt;500 on multi-pilot helicopters</td>
<td>as (3)(e)</td>
<td>as (4)(d)</td>
<td>as (5)(d) (f)</td>
</tr>
<tr>
<td>CPL/IR(H) and passed an ICAO ATPL(H) theory test in the Member State of licence issue</td>
<td></td>
<td>(i) demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b); (ii) meet remaining requirements of FCL.720.H(b)</td>
<td>CPL/IR(H) with ATPL(H) theory credit, provided that the ICAO ATPL(H) theory test is assessed as being at Part-FCL ATPL level</td>
<td>Not applicable (g)</td>
</tr>
<tr>
<td>National licence held</td>
<td>Total flying hours experience</td>
<td>Any further requirements</td>
<td>Replacement Part-FCL licence and conditions (where applicable)</td>
<td>Removal of conditions</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------------</td>
<td>--------------------------</td>
<td>---------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>CPL/IR(H)</td>
<td>&gt;500 hrs on multi-pilot helicopters</td>
<td>(i) to pass an examination for Part-FCL ATPL(H) theoretical knowledge in the Member State of licence issue* (i) to meet remaining requirements of FCL.720.H</td>
<td>CPL/IR(H) with Part-FCL ATPL(H) theory credit</td>
<td>Not applicable</td>
</tr>
<tr>
<td>CPL/IR(H)</td>
<td>&gt;500 as PIC on single-pilot helicopters</td>
<td>None</td>
<td>CPL/IR(H) with type ratings restricted to single-pilot helicopters</td>
<td></td>
</tr>
<tr>
<td>CPL/IR(H)</td>
<td>&lt;500 as PIC on single-pilot helicopters</td>
<td>demonstrate knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(B)</td>
<td>as (4)(i)</td>
<td></td>
</tr>
<tr>
<td>CPL(H)</td>
<td>&gt;500 as PIC on single-pilot helicopters</td>
<td>night rating</td>
<td>CPL(H), with type ratings restricted to single-pilot helicopters</td>
<td></td>
</tr>
<tr>
<td>CPL(H)</td>
<td>&lt;500 as PIC on single-pilot helicopters</td>
<td>night rating demonstrate knowledge of flight performance and planning as required by FCL.310</td>
<td>as (4)(k)</td>
<td></td>
</tr>
<tr>
<td>CPL(H)</td>
<td>Without night rating</td>
<td>&gt;500 as PIC on single-pilot helicopters</td>
<td>As (4)(k) and restricted to day VFR operations</td>
<td></td>
</tr>
</tbody>
</table>

*Participant's Member State of issue of licence.
*CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must comply with column (3), row (h)(i) of the table.

2. Instructor certificates

An instructor certificate issued by the CAO.IRI in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the applicant complies with the following requirements:

<table>
<thead>
<tr>
<th>National certificate or privileges held</th>
<th>Experience</th>
<th>Any further requirements</th>
<th>Replacement certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>FI(H)/IRI(H)/TRI(H)</td>
<td>as required under Part-FCL for the relevant certificate</td>
<td>FI(H)/IRI(H)/TRI(H)*</td>
<td></td>
</tr>
</tbody>
</table>

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.
3. SFI certificate

An SFI certificate issued by the CAO.IRI in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

<table>
<thead>
<tr>
<th>National certificate held</th>
<th>Experience</th>
<th>Any further requirements</th>
<th>Replacement certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFI(H)</td>
<td>&gt;1,000 hours as pilot of MPH</td>
<td>(i) hold or have held a CPL, MPL or ATPL issued by a Member State; (ii) have completed the flight simulator content of the applicable type rating course including MCC</td>
<td>SFI(H)</td>
</tr>
<tr>
<td>SFI(H)</td>
<td>3 years recent experience as an SFI</td>
<td>have completed the simulator content of the applicable type rating course including MCC</td>
<td>SFI(H)</td>
</tr>
</tbody>
</table>

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

4. STI certificate

An STI certificate issued by the CAO.IRI in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:
Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

<table>
<thead>
<tr>
<th>National certificate held</th>
<th>Experience</th>
<th>Any further requirements</th>
<th>Replacement certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>STI(H)</td>
<td>&gt;500 hours as pilot on SPH</td>
<td>(i) hold or have held a pilot licence issued by a Member State; (ii) have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended</td>
<td>STI(H)</td>
</tr>
<tr>
<td>STI(H)</td>
<td>3 years recent experience as an STI</td>
<td>have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended</td>
<td>STI(H)</td>
</tr>
</tbody>
</table>
**Part IIA**

**Conditions for conversion of military license to Part FCL**

1. **Aeroplane**

   (a) A military pilot licence issued by Military service of Islamic Republic of Iran in accordance with the military requirements may be converted into a Part-FCL licence provided that the applicant complies with the following requirements set out in the following table:

<table>
<thead>
<tr>
<th>Item</th>
<th>Flying Experience</th>
<th>Theoretical credit</th>
<th>Skill Test/Proficiency Check</th>
<th>Part FCL License/Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>If applicant is nominated by Military service and has more than 1500 flight hours</td>
<td>1. Evaluation of ATP theoretical knowledge by ATO in accordance with accreditation report that is established by Military service, and 2. Submit accreditation report and relevant documentation to CAO.IRI, and 3. Pass the ATP theoretical knowledge examination in accordance with Part FCL and CAO.IRI AIRCREW.</td>
<td>If applicant has authorised in Military service to flying on recognized type rating by CAO.IRI on multi pilot operation and has current military flying on type rating, he/she shall receive training by ATO on UPRT and MCC subject relevant to type rating, and pass skill test in accordance with appendix 9 by appropriate examiner provided that: 1. demonstrate language proficiency in accordance with FCL.055, and 2. hold valid class 1 medical certificate in accordance to Part MED.</td>
<td>Issuing ATPL and appropriate Type rating by CAO.IRI</td>
</tr>
<tr>
<td>2</td>
<td>If applicant is nominated by Military service and has more than 1500 flight hours</td>
<td>1. Evaluation of ATP theoretical knowledge by ATO in accordance with accreditation report that is established by Military service, and 2. Submit accreditation report and relevant documentation to CAO.IRI, and</td>
<td>If applicant has not authorised in Military service to flying on recognized type rating by CAO.IRI on multi pilot operation and had at least 10 route sector flight in last 12 months, he/she shall complete a course at an ATO comprising at least 5 hours instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or</td>
<td>Issuing CPL(A) and IR Multi-Engine and endorsement of ATP theoretical knowledge examination passed</td>
</tr>
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<td></td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>If applicant is nominated by Military service and has more than 500 flight hours and less than 1500 flight hours.</td>
<td>1. Evaluation of CPL and IR theoretical knowledge by ATO in accordance with accreditation report that is established by Military service, and 2. Submit accreditation report and relevant documentation to CAO.IRI, and 3. Pass the CPL and IR theoretical knowledge examination in accordance with Part FCL and CAO.IRI AIRCREW.</td>
<td>If applicant has authorised in Military service to flying on recognized type rating by CAO.IRI on multi pilot operation and has current military flying on type rating, he/she shall receive training by ATO on UPRT and MCC subject relevant to type rating, and pass skill test or in accordance with appendix 9 by appropriate examiner provided that: 1. demonstrate language proficiency in accordance with FCL.055, and 2. hold valid class 1 medical certificate in accordance to Part MED.</td>
<td>Issuing CPL(A) and appropriate Type rating and relevant IR by CAO.IRI</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>If applicant is nominated by Military service and has more than 500 flight hours and less than 1500 flight hours.</td>
<td>1. Evaluation of CPL and IR theoretical knowledge by ATO in accordance with accreditation report that is established by Military service, and 2. Submit accreditation report and relevant documentation to CAO.IRI, and 3. Pass the CPL and IR theoretical knowledge examination in accordance with Part FCL and CAO.IRI AIRCREW.</td>
<td>If applicant has not authorised in Military service to flying on recognized type rating by CAO.IRI on multi pilot operation and had at least 10 route sector flight in last 12 months, he/she shall complete a course at an ATO comprising at least 5 hours instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II or receive training by ATO on IR course in accordance with Appendix 6, and pass skill test in</td>
<td>Issuing CPL(A) and IR Multi-Engine or appropriate class rating IR by CAO.IRI</td>
</tr>
</tbody>
</table>
### PART IIA  Air Crew Regulation

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>with Part FCL and CAO.IRI AIRCREW.</td>
<td>accordance with appendix 4 and 7 by appropriate examiner provided that: 1. demonstrate language proficiency in accordance with FCL.055, and 2. hold valid class 1 medical certificate in accordance to Part MED.</td>
</tr>
<tr>
<td>5</td>
<td>If applicant is nominated by Military service and has more than 200 flight hours and less than 500 flight hours.</td>
<td>Applicant shall pass skill test in accordance with FCL.235 by appropriate examiner a relevant class or type provided that: 1. demonstrate language proficiency in accordance with FCL.055, and 2. hold at least valid class 2 medical certificate in accordance to Part MED.</td>
</tr>
</tbody>
</table>

Issuing LAPL(A) or PPL(A) and appropriate class or type rating by CAO.IRI.

Note: in accordance to appendix 3 for CPL Modular, applicant flight experience shall be fully credit for Point E.3(a)

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Note: Current military flying means applicant had at least 10 route sector flights on recognized type rating in last 12 months before accreditation report is submitted to CAO.IRI.

(b) If the applicant is not in current military flying or had not at least 10 route sector flight in last 12 months, the following items can be taken into consideration:

(i) expiry longer than 12 months but shorter than 36 months: The applicant shall take refresher training at an ATO. The objective of the training is to reach the level of proficiency necessary to safely operate the relevant rating of aircraft. The amount of refresher training needed shall be determined on a case-by-case basis by the ATO. Minimum of three training sessions in which the most important malfunctions in the available systems are covered;

(ii) expiry longer than 36 months: the applicant should again undergo the training required for the initial issue of the rating by an ATO.
(c) Revalidation of rating: The period of validity of ratings shall be in accordance with Part FCL, unless otherwise determined by the operational suitability data, established in accordance with Part 21.

(d) ATO shall provide procedure for evaluation of accreditation report and ensure all subject/modules are evaluated by qualified instructor. The ATO shall provide appropriate training for applicant. The evaluation report and appropriate training shall be record in according in requirement of Part ORA.

(e) Accreditation report format shall be provided by Military service of Islamic republic of Iran and including minimum requirements in article 10.

2. Helicopter (reserved)
PART III

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

A. VALIDATION OF LICENCES

General

1. A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by another country may be validated by the CAO.IRI.

Pilots shall apply to the CAO.IRI.

2. The validation of a licence shall not extend beyond the period of validity of the basic licence. The validation of licence ceases to be valid if the basic licence is revoked or suspended.

Pilot licences for commercial air transport and other commercial activities

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

(a) hold valid proficiency check on relevant type and rating issued by basic licensing authority.

(b) demonstrate that he/she has acquired knowledge of the relevant parts of the operational requirements and Part-FCL;

(c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;

(d) hold at least a valid Class 1 medical certificate issued by basic licensing authority;

(e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

<table>
<thead>
<tr>
<th>Licence held</th>
<th>Total flying hours experience</th>
<th>Privileges</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATPL(A)</td>
<td>&gt;1500 hours as PIC on multi-pilot aeroplanes</td>
<td>Commercial air transport in multi-pilot aeroplanes as PIC (a)</td>
</tr>
<tr>
<td>ATPL(A) or CPL(A)/IR*</td>
<td>&gt;1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements</td>
<td>Commercial air transport in multi-pilot aeroplanes as co-pilot (b)</td>
</tr>
<tr>
<td>CPL(A)/IR</td>
<td>&gt;1000 hours as PIC in commercial air transport since gaining an IR</td>
<td>Commercial air transport in single-pilot aeroplanes as PIC (c)</td>
</tr>
</tbody>
</table>
* CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

(f) in the case of helicopters, comply with the experience requirements set out in the following table:

<table>
<thead>
<tr>
<th>Licence held</th>
<th>Total flying hours experience</th>
<th>Privileges</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATPL(H) valid IR</td>
<td>&gt; 1 000 hours as PIC on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations</td>
</tr>
<tr>
<td>ATPL(H) no IR privileges</td>
<td>&gt; 1 000 hours as PIC on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations</td>
</tr>
<tr>
<td>ATPL(H) valid IR</td>
<td>&gt; 1 000 hours as pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations</td>
</tr>
<tr>
<td>ATPL(H) no IR privileges</td>
<td>&gt; 1 000 hours as pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations</td>
</tr>
<tr>
<td>CPL(H)/IR</td>
<td>&gt; 1 000 hours as pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot</td>
</tr>
<tr>
<td>CPL(H)/IR</td>
<td>&gt; 1 000 hours as PIC in commercial air transport since gaining an IR</td>
<td>Commercial air transport in single-pilot helicopters as PIC (f)</td>
</tr>
<tr>
<td>ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)</td>
<td>&gt; 700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months</td>
<td>Exercise of privileges in helicopters in operations other than commercial air transport (e)</td>
</tr>
</tbody>
</table>

* CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before acceptance.

**Pilot licences for non-commercial activities with an instrument rating**

4. In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:

(a) hold valid proficiency check on relevant type and rating issued by basic licensing authority.
(b) demonstrate that he/she has acquired knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;

c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;

(d) hold at least a valid Class 2 medical certificate issued by basic licensing authority;

(e) have a minimum experience of at least 100 hours of instrument flight time as PIC in the relevant category of aircraft.

Pilot licences for non-commercial activities without an instrument rating

5. In the case of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:

(a) demonstrate that he/she has acquired knowledge of Air Law and Human Performance;

(b) Pass the PPL skill test as set out in Part FCL;

(c) fulfil the relevant requirements of Part-FCL for the issuance of a type or class rating as relevant to the privileges of the licence held;

(d) hold at least a valid Class 2 medical certificate issued by basic licensing authority;

(e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;

(f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

Validation of pilot licences for specific tasks of limited duration

6. Notwithstanding the provisions of the paragraphs above, in the case of manufacturer flights, the CAO.IRI may accept a licence issued in accordance with Annex 1 to the Chicago Convention by another country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:

(a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

(b) is employed, directly or indirectly, by an aircraft manufacturer or by an aviation authority.

In this case, the privileges of the holder shall 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.
7. Notwithstanding the provisions of the paragraphs above, the CAO.IRI may, for, competition flights or display flights of limited duration, accept a licence issued by another country allowing the holder to exercise the privileges of a PPL, SPL or BPL provided:

   (a) prior to the event, the organiser of the competition or display flights provides the CAO.IRI with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights; and

   (b) the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.

8. Notwithstanding the provisions of the paragraphs above, the CAO.IRI may accept a PPL, SPL or BPL issued in compliance with the requirements of Annex 1 to the Chicago Convention by another country for a maximum of 28 days per calendar year for specific non-commercial tasks provided the applicant:

   (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention; and

   (b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

B. CONVERSION OF LICENCES

1. A PPL/BPL/SPL, a CPL, an ATPL licence or rating(s) issued in compliance with the requirements of Annex 1 to the Chicago Convention by another country may be converted into a Part-FCL PPL/BPL/SPL, a CPL, an ATPL license or rating(s) with a class or type rating as relevant by the CAO.IRI.

2. The holder of the licence shall comply with the following minimum requirements, for the relevant aircraft category:

   (a) pass a written examination in Air Law and Human Performance;

   (b) pass the PPL, BPL, SPL, CPL, ATPL or rating(s) skill test as relevant, in accordance with Part-FCL;

   (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;

   (d) hold a relevant medical certificate, issued in accordance with Part-Medical;

   (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;

   (f) have completed minimum experience for issue the licence or ratings as relevant, in accordance with Part-FCL.
C. ACCEPTANCE OF CLASS AND TYPE RATINGS

1. A valid class or type rating contained in a licence issued by another country may be inserted in a Part-FCL licence provided that the applicant:

   (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;

   (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;

   (c) is in current flying practice;

   (d) has no less than:

      (i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;

      (ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;

      (iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;

      (iv) for all other helicopters, 350 hours of flight experience as a pilot in that type.

      (v) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;

      (vi) for all other helicopters, 350 hours of flight experience as a pilot in that class.

[*] CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

[**] CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before acceptance.
PART MED

SUBPART A

GENERAL REQUIREMENTS

SECTION 1

General

MED.A.001 CAO.IRI

For the purpose of this Part, The authority shall be:

a) for aero-medical centers (AeMC) CAO.IRI;
b) for aero-medical examiners (AME) CAO.IRI
c) for general medical practitioners (GMP) CAO.IRI
d) for occupational health medical practitioners (OHMP) CAO.IRI

MED.A.005 Scope

This Part establishes the requirements for:

a) the issue, validity, revalidation and renewal of the medical certificate required for exercising the privileges of a pilot licence or of a student pilot, the medical fitness of cabin crew;
b) the certification of AMEs; and
c) the qualification of GMPs and of occupational health medical practitioners (OHMP).

MED.A.010 Definitions

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

(1) "Accredited medical conclusion" means the conclusion reached by one or more medical experts acceptable to the licensing authority, on the basis of objective and non-discriminatory criteria, for the purposes of the case concerned, in consultation with flight operations or other experts as necessary,

(2) "Assessment" means the conclusion on the medical fitness of a person based on the evaluation of the person’s medical history and/or aero-medical examinations as required in
this Part and further examinations as necessary, and/or medical tests such as, but not limited to, ECG, blood pressure measurement, blood testing, X-ray,

(3) "Colour safe" means the ability of an applicant to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights,

(4) "Eye specialist" means an ophthalmologist or a vision care specialist qualified in optometry and trained to recognise pathological conditions,

(5) "Examination" means an inspection, palpation, percussion, auscultation or other means of investigation especially for diagnosing disease,

(6) "Investigation" means the assessment of a suspected pathological condition of an applicant by means of examinations and tests in order to verify the presence or absence of a medical condition,

(7) "Licensing authority" means the CAO.IRI that issued the licence, or to which a person applies for the issue of a licence, or, when a person has not yet applied for the issue of a licence, the CAO.IRI in accordance with this Part,

(8) "Limitation" means a condition placed on the medical certificate, licence or cabin crew medical report that shall be complied with whilst exercising the privileges of the licence, or cabin crew attestation,

(9) "Refractive error" means the deviation from emmetropia measured in dioptres in the most ametropic meridian, measured by standard methods.

MED.A.015 Medical confidentiality

All persons involved in medical examination, assessment and certification shall ensure that medical confidentiality is respected at all times.

MED.A.020 Decrease in medical fitness

a) Licence holders shall not exercise the privileges of their licence and related ratings or certificates at any time when they:

   (1) are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges;

   (2) take or use any prescribed or non-prescribed medication which is likely to interfere with the safe exercise of the privileges of the applicable licence;

   (3) receive any medical, surgical or other treatment that is likely to interfere with flight safety.

b) In addition, licence holders shall, without undue delay, seek aero-medical advice when they:
(1) have undergone a surgical operation or invasive procedure;

(2) have commenced the regular use of any medication;

(3) have suffered any significant personal injury involving incapacity to function as a member of the flight crew;

(4) have been suffering from any significant illness involving incapacity to function as a member of the flight crew;

(5) are pregnant;

(6) have been admitted to hospital or medical clinic;

(7) first require correcting lenses.

c) In these cases:

(1) holders of Class 1 and Class 2 medical certificates shall seek the advice of an AeMC or AME. The AeMC or AME shall assess the medical fitness of the licence holder and decide whether they are fit to resume the exercise of their privileges;

(2) holders of LAPL medical certificates shall seek the advice of an AeMC or AME, or the GMP who signed the medical certificate. The AeMC, AME or GMP shall assess the medical fitness of the licence holders and decide whether they are fit to resume the exercise of their privileges.

d) Cabin crew members shall not perform duties on an aircraft and, where applicable, shall not exercise the privileges of their cabin crew attestation when they are aware of any decrease in their medical fitness, to the extent that this condition might render them unable to discharge their safety duties and responsibilities.

e) In addition, if in the medical conditions specified in (b)(1) to (b)(5), cabin crew members shall, without undue delay, seek the advice of an AME, AeMC, or OHMP as applicable. The AME, AeMC or OHMP shall assess the medical fitness of the cabin crew members and decide whether they are fit to resume their safety duties.

MED.A.025 Obligations of AeMC, AME, GMP and OHMP

a) When conducting medical examinations and/or assessments, AeMC, AME, GMP and OHMP shall:

(1) ensure that communication with the person can be established without language barriers;

(2) make the person aware of the consequences of providing incomplete, inaccurate or false statements on their medical history.

b) After completion of the aero-medical examinations and/or assessment, the AeMC, AME, GMP and OHMP shall:

(1) advise the person whether fit, unfit or referred to the licensing authority, AeMC or AME as applicable;
(2) inform the person of any limitation that may restrict flight training or the privileges of the licence, or cabin crew attestation as applicable;

(3) if the person has been assessed as unfit, inform him/her of his/her right of a secondary review; and

(4) in the case of applicants for a medical certificate, submit without delay a signed, or electronically authenticated, report to include the assessment result and a copy of the medical certificate to the licensing authority.

c) AeMCs, AMEs, GMPs and OHMPs shall maintain records with details of medical examinations and assessments performed in accordance with this Part and their results in accordance with national legislation.

d) When required for medical certification and/or oversight functions, AeMCs, AMEs, GMPs and OHMP shall submit to the medical assessor of the CAO.IRI upon request all aero-medical records and reports, and any other relevant information.

SECTION 2
Requirements for medical certificates

MED.A.030 Medical certificates

a) A student pilot shall not fly solo unless that student pilot holds a medical certificate, as required for the relevant licence.

b) Applicants for and holders of a light aircraft pilot licence (LAPL) shall hold at least an LAPL medical certificate.

c) Applicants for and holders of a private pilot licence (PPL), a sailplane pilot licence (SPL), or a balloon pilot licence (BPL) shall hold at least a Class 2 medical certificate.

d) Applicants for and holders of an SPL or a BPL involved in commercial sailplane or balloon flights shall hold at least a Class 2 medical certificate.

e) If a night rating is added to a PPL or LAPL, the licence holder shall be colour safe.

f) Applicants for and holders of a commercial pilot licence (CPL), a multi-crew pilot licence (MPL), or an airline transport pilot licence (ATPL) shall hold a Class 1 medical certificate.

g) If an instrument rating is added to a PPL, the licence holder shall undertake pure tone audiometry examinations in accordance with the periodicity and the standard required for Class 1 medical certificate holders.

h) A licence holder shall not at any time hold more than one medical certificate issued in accordance with this Part.
MED.A.035 Application for a medical certificate

a) Applications for a medical certificate shall be made in a format established by the CAO.IRI.

b) Applicants for a medical certificate shall provide the AeMC, AME or GMP as applicable, with:

(1) proof of their identity;

(2) a signed declaration:

   (i) of medical facts concerning their medical history;

   (ii) as to whether they have previously undergone an examination for a medical certificate and, if so, by whom and with what result;

   (iii) as to whether they have ever been assessed as unfit or had a medical certificate suspended or revoked.

c) When applying for a revalidation or renewal of the medical certificate, applicants shall present the medical certificate to the AeMC, AME or GMP prior to the relevant examinations.

MED.A.040 Issue, revalidation and renewal of medical certificates

a) A medical certificate shall only be issued, revalidated or renewed once the required medical examinations and/or assessments have been completed and a fit assessment is made.

b) Initial issue:

   (1) Class 1 medical certificates shall be issued by an AeMC.

   (2) Class 2 medical certificates shall be issued by an AeMC or an AME.

   (3) LAPL medical certificates shall be issued by an AeMC, an AME or, if permitted under the national law of the State where the licence is issued, by a GMP.

c) Revalidation and renewal:

   (1) Class 1 and Class 2 medical certificates shall be revalidated or renewed by an AeMC or an AME.

   (2) LAPL medical certificates shall be revalidated or renewed by an AeMC, an AME or, if permitted under the CAO.IRI where the licence is issued, by a GMP.

d) The AeMC, AME or GMP shall only issue, revalidate or renew a medical certificate if:

   (1) the applicant has provided them with a complete medical history and, if required by the AeMC, AME or GMP, results of medical examinations and tests conducted by the applicant’s doctor or any medical specialists; and
(2) the AeMC, AME or GMP have conducted the aero-medical assessment based on the medical examinations and tests as required for the relevant medical certificate to verify that the applicant complies with all the relevant requirements of this Part.

e) The AME, AeMC or, in the case of referral, the licensing authority may require the applicant to undergo additional medical examinations and investigations when clinically indicated before they issue, revalidate or renew a medical certificate.

f) The licensing authority may issue or re-issue a medical certificate, as applicable, if:
   (1) a case is referred;
   (2) it has identified that corrections to the information on the certificate are necessary.

MED.A.045 Validity, revalidation and renewal of medical certificates

a) Validity
   (1) Class 1 medical certificates shall be valid for a period of 12 months.
   (2) The period of validity of Class 1 medical certificates shall be reduced to 6 months for licence holders who:
      (i) are engaged in single-pilot commercial air transport operations carrying passengers and have reached the age of 40;
      (ii) have reached the age of 60.
   (3) Class 2 medical certificates shall be valid for a period of:
      (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
      (ii) 24 months between the age of 40 and 50. A medical certificate issued prior to reaching the age of 50 shall cease to be valid after the licence holder reaches the age of 51; and
      (iii) 12 months after the age of 50.
   (4) LAPL medical certificates shall be valid for a period of:
      (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
      (ii) 24 months after the age of 40.
   (5) The validity period of a medical certificate, including any associated examination or special investigation, shall be:
      (i) determined by the age of the applicant at the date when the medical examination takes place; and
(ii) calculated from the date of the medical examination in the case of initial issue and renewal, and from the expiry date of the previous medical certificate in the case of revalidation.

b) Revalidation

Examinations and/or assessments for the revalidation of a medical certificate may be undertaken up to 45 days prior to the expiry date of the medical certificate.

c) Renewal

(1) If the holder of a medical certificate does not comply with (b), a renewal examination and/or assessment shall be required.

(2) In the case of Class 1 and Class 2 medical certificates:

(i) if the medical certificate has expired for more than 2 years, the AeMC or AME shall only conduct the renewal examination after assessment of the aero-medical records of the applicant;

(ii) if the medical certificate has expired for more than 5 years, the examination requirements for initial issue shall apply and the assessment shall be based on the revalidation requirements.

(3) In the case of LAPL medical certificates, the AeMC, AME or GMP shall assess the medical history of the applicant and perform the aero-medical examination and/or assessment in accordance with MED.B.095.

MED.A.050 Referral

a) If an applicant for a Class 1 or Class 2 medical certificate is referred to the licensing authority in accordance with MED.B.001, the AeMC or AME shall transfer the relevant medical documentation to the licensing authority.

b) If an applicant for an LAPL medical certificate is referred to an AME or AeMC in accordance with MED.B.001, the GMP shall transfer the relevant medical documentation to the AeMC or AME.
SUBPART B

REQUIREMENTS FOR PILOT MEDICAL CERTIFICATES

SECTION 1

General

MED.B.001 Limitations to medical certificates

a) Limitations to Class 1 and Class 2 medical certificates

(1) If the applicant does not fully comply with the requirements for the relevant class of medical certificate but is considered to be not likely to jeopardise flight safety, the AeMC or AME shall:

(i) in the case of applicants for a Class 1 medical certificate, refer the decision on fitness of the applicant to the licensing authority as indicated in this Subpart;

(ii) in cases where a referral to the licensing authority is not indicated in this Subpart, evaluate whether the applicant is able to perform his/her duties safely when complying with one or more limitations endorsed on the medical certificate, and issue the medical certificate with limitation(s) as necessary;

(iii) in the case of applicants for a Class 2 medical certificate, evaluate whether the applicant is able to perform his/her duties safely when complying with one or more limitations endorsed on the medical certificate, and issue the medical certificate, as necessary with limitation(s), in consultation with the licensing authority;

(iv) The AeMC or AME may revalidate or renew a medical certificate with the same limitation without referring the applicant to the licensing authority.

b) Limitations to LAPL medical certificates

(1) If a GMP, after due consideration of the applicant’s medical history, concludes that the applicant does not fully meet the requirements for medical fitness, the GMP shall refer the applicant to an AeMC or AME, except those requiring a limitation related only to the use of corrective lenses.

(2) If an applicant for an LAPL medical certificate has been referred, the AeMC or AME shall give due consideration to MED.B.095, evaluate whether the applicant is able to perform their duties safely when complying with one or more limitations endorsed on the medical certificate and issue the medical certificate with limitation(s) as necessary. The AeMC or AME shall always consider the need to restrict the pilot from carrying passengers (Operational Passenger Limitation, OPL).

(3) The GMP may revalidate or renew an LAPL medical certificate with the same limitation without referring the applicant to an AeMC or AME.
c) When assessing whether a limitation is necessary, particular consideration shall be given to:

(1) whether accredited medical conclusion indicates that in special circumstances the applicant’s failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardise flight safety;

(2) the applicant’s ability, skill and experience relevant to the operation to be performed.

d) Operational limitation codes

(1) Operational multi-pilot limitation (OML — Class 1 only)

(i) When the holder of a CPL, ATPL or MPL does not fully meet the requirements for a Class 1 medical certificate and has been referred to the licensing authority, it shall be assessed whether the medical certificate may be issued with an OML "valid only as or with qualified co-pilot". This assessment shall be performed by the licensing authority.

(ii) The holder of a medical certificate with an OML shall only operate an aircraft in multi-pilot operations when the other pilot is fully qualified on the relevant type of aircraft, is not subject to an OML and has not attained the age of 60 years.

(iii) The OML for Class 1 medical certificates may only be imposed and removed by the licensing authority.

(2) Operational Safety Pilot Limitation (OSL — Class 2 and LAPL privileges)

(i) The holder of a medical certificate with an OSL limitation shall only operate an aircraft if another pilot fully qualified to act as pilot-in-command on the relevant class or type of aircraft is carried on board, the aircraft is fitted with dual controls and the other pilot occupies a seat at the controls.

(ii) The OSL for Class 2 medical certificates may be imposed or removed by an AeMC or AME in consultation with the licensing authority.

(3) Operational Passenger Limitation (OPL — Class 2 and LAPL privileges)

(i) The holder of a medical certificate with an OPL limitation shall only operate an aircraft without passengers on board.

(ii) An OPL for Class 2 medical certificates may be imposed by an AeMC or AME in consultation with the licensing authority.

(iii) An OPL for an LAPL medical certificate limitation may be imposed by an AeMC or AME.

e) Any other limitation may be imposed on the holder of a medical certificate if required to ensure flight safety.

f) Any limitation imposed on the holder of a medical certificate shall be specified therein.
SECTION 2

Medical requirements for Class 1 and Class 2 medical certificates

MED.B.005 General

a) Applicants for a medical certificate shall be free from any:

(1) abnormality, congenital or acquired;
(2) active, latent, acute or chronic disease or disability;
(3) wound, injury or sequelae from operation;
(4) effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken; that would entail a degree of functional incapacity which is likely to interfere with the safe exercise of the privileges of the applicable licence or could render the applicant likely to become suddenly unable to exercise the privileges of the licence safely.

b) In cases where the decision on medical fitness of an applicant for a Class 1 medical certificate is referred to the licensing authority, this authority may delegate such a decision to an AeMC, except in cases where an OML is needed.

c) In cases where the decision on medical fitness of an applicant for a Class 2 medical certificate is referred to the licensing authority, this authority may delegate such a decision to an AeMC or an AME, except in cases where an OSL or OPL is needed.

MED.B.010 Cardiovascular System

a) Examination

(1) A standard 12-lead resting electrocardiogram (ECG) and report shall be completed on clinical indication, and:

(i) for a Class 1 medical certificate, at the examination for the first issue of a medical certificate, then every 5 years until age 30, every 2 years until age 40, annually until age 50, and at all revalidation or renewal examinations thereafter;

(ii) for a Class 2 medical certificate, at the first examination after age 40 and then every 2 years after age 50.

(2) Extended cardiovascular assessment shall be required when clinically indicated.

(3) For a Class 1 medical certificate, an extended cardiovascular assessment shall be completed at the first revalidation or renewal examination after age 65 and every 4 years thereafter.

(4) For a Class 1 medical certificate, estimation of serum lipids, including cholesterol, shall be required at the examination for the first issue of a medical certificate, and at the first examination after having reached the age of 40.

b) Cardiovascular System — General
(1) Applicants shall not suffer from any cardiovascular disorder which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

(2) Applicants for a Class 1 medical certificate with any of the following conditions shall be assessed as unfit:
   (i) aneurysm of the thoracic or supra-renal abdominal aorta, before or after surgery;
   (ii) significant functional abnormality of any of the heart valves;
   (iii) heart or heart/lung transplantation.

(3) Applicants for a Class 1 medical certificate with an established history or diagnosis of any of the following conditions shall be referred to the licensing authority:
   (i) peripheral arterial disease before or after surgery;
   (ii) aneurysm of the abdominal aorta, before or after surgery;
   (iii) functionally insignificant cardiac valvular abnormalities;
   (iv) after cardiac valve surgery;
   (v) abnormality of the pericardium, myocardium or endocardium;
   (vi) congenital abnormality of the heart, before or after corrective surgery;
   (vii) recurrent vasovagal syncope;
   (viii) arterial or venous thrombosis;
   (ix) pulmonary embolism;
   (x) cardiovascular condition requiring systemic anticoagulant therapy.

(4) Applicants for a Class 2 medical certificate with an established diagnosis of one of the conditions specified in (2) and (3) above shall be assessed by a cardiologist before a fit assessment can be considered in consultation with the licensing authority.

c) Blood Pressure

   (1) The blood pressure shall be recorded at each examination.

   (2) The applicant’s blood pressure shall be within normal limits.

   (3) Applicants for a Class 1 medical certificate:

      (i) with symptomatic hypotension; or
      (ii) whose blood pressure at examination consistently exceeds 160 mmHg systolic and/or 95 mmHg diastolic, with or without treatment;

   shall be assessed as unfit.

   (4) The initiation of medication for the control of blood pressure shall require a period of temporary suspension of the medical certificate to establish the absence of significant side effects.

d) Coronary Artery Disease
(1) Applicants for a Class 1 medical certificate with:
   (i) suspected myocardial ischaemia;
   (ii) asymptomatic minor coronary artery disease requiring no anti-anginal treatment;
shall be referred to the licensing authority and undergo cardiological evaluation to exclude myocardial ischaemia before a fit assessment can be considered.

(2) Applicants for a Class 2 medical certificate with any of the conditions detailed in (1) shall undergo cardiological evaluation before a fit assessment can be considered.

(3) Applicants with any of the following conditions shall be assessed as unfit:
   (i) myocardial ischaemia;
   (ii) symptomatic coronary artery disease;
   (iii) symptoms of coronary artery disease controlled by medication.

(4) Applicants for the initial issue of a Class 1 medical certificate with a history or diagnosis of any of the following conditions shall be assessed as unfit:
   (i) myocardial ischaemia;
   (ii) myocardial infarction;
   (iii) revascularisation for coronary artery disease.

(5) Applicants for a Class 2 medical certificate who are asymptomatic following myocardial infarction or surgery for coronary artery disease shall undergo satisfactory cardiological evaluation before a fit assessment can be considered in consultation with the licensing authority. Applicants for the revalidation of a Class 1 medical certificate shall be referred to the licensing authority.

e) Rhythm/Conduction Disturbances

(1) Applicants for a Class 1 medical certificate shall be referred to the licensing authority when they have any significant disturbance of cardiac conduction or rhythm, including any of the following:
   (i) disturbance of supraventricular rhythm, including intermittent or established sinoatrial dysfunction, atrial fibrillation and/or flutter and asymptomatic sinus pauses;
   (ii) complete left bundle branch block;
   (iii) Mobitz type 2 atrioventricular block;
   (iv) broad and/or narrow complex tachycardia;
   (v) ventricular pre-excitation;
   (vi) asymptomatic QT prolongation;
   (vii) Brugada pattern on electrocardiography.
(2) Applicants for a Class 2 medical certificate with any of the conditions detailed in (1) shall undergo satisfactory cardiological evaluation before a fit assessment in consultation with the licensing authority can be considered.

(3) Applicants with any of the following:
   (i) incomplete bundle branch block;
   (ii) complete right bundle branch block;
   (iii) stable left axis deviation;
   (iv) asymptomatic sinus bradycardia;
   (v) asymptomatic sinus tachycardia;
   (vi) asymptomatic isolated uniform supra-ventricular or ventricular ectopic complexes;
   (vii) first degree atrioventricular block;
   (viii) Mobitz type 1 atrioventricular block;
may be assessed as fit in the absence of any other abnormality and subject to satisfactory cardiological evaluation.

(4) Applicants with a history of:
   (i) ablation therapy;
   (ii) pacemaker implantation;
   shall undergo satisfactory cardiovascular evaluation before a fit assessment can be considered. Applicants for a Class 1 medical certificate shall be referred to the licensing authority. Applicants for a Class 2 medical certificate shall be assessed in consultation with the licensing authority.

(5) Applicants with any of the following conditions shall be assessed as unfit:
   (i) symptomatic sinoatrial disease;
   (ii) complete atrioventricular block;
   (iii) symptomatic QT prolongation;
   (iv) an automatic implantable defibrillating system;
   (v) a ventricular anti-tachycardia pacemaker.

**MED.B.015 Respiratory System**

a) Applicants with significant impairment of pulmonary function shall be assessed as unfit. A fit assessment may be considered once pulmonary function has recovered and is satisfactory.

b) For a Class 1 medical certificate, applicants are required to undertake pulmonary function tests at the initial examination and on clinical indication.
c) For a Class 2 medical certificate, applicants are required to undertake pulmonary function tests on clinical indication.

d) Applicants with a history or established diagnosis of:

- (1) asthma requiring medication;
- (2) active inflammatory disease of the respiratory system;
- (3) active sarcoidosis;
- (4) pneumothorax;
- (5) sleep apnoea syndrome;
- (6) major thoracic surgery;
- (7) pneumonectomy;

shall undergo respiratory evaluation with a satisfactory result before a fit assessment can be considered. Applicants with an established diagnosis of the conditions specified in (3) and (5) shall undergo satisfactory cardiological evaluation before a fit assessment can be considered.

e) Aero-medical assessment:

- (1) applicants for a Class 1 medical certificate with any of the conditions detailed in (d) above shall be referred to the licensing authority;
- (2) applicants for a Class 2 medical certificate with any of the conditions detailed in (d) above shall be assessed in consultation with the licensing authority.

f) Applicants for a Class 1 medical certificate who have undergone a total pneumonectomy shall be assessed as unfit.

MED.B.020 Digestive System

a) Applicants shall not possess any functional or structural disease of the gastro-intestinal tract or its adnexa which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Applicants with any sequelae of disease or surgical intervention in any part of the digestive tract or its adnexa likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression shall be assessed as unfit.

c) Applicants shall be free from herniae that might give rise to incapacitating symptoms.

d) Applicants with disorders of the gastro-intestinal system including:

- (1) recurrent dyspeptic disorder requiring medication;
- (2) pancreatitis;
- (3) symptomatic gallstones;
- (4) an established diagnosis or history of chronic inflammatory bowel disease;
(5) after surgical operation on the digestive tract or its adnexa, including surgery involving total or partial excision or a diversion of any of these organs;

shall be assessed as unfit. A fit assessment may be considered after successful treatment or full recovery after surgery and subject to satisfactory gastroenterological evaluation.

e) Aero-medical assessment:

(1) applicants for a Class 1 medical certificate with the diagnosis of the conditions specified in (2), (4) and (5) shall be referred to the licensing authority;

(2) fitness of Class 2 applicants with pancreatitis shall be assessed in consultation with the licensing authority.

MED.B.025 Metabolic and Endocrine Systems

a) Applicants shall not possess any functional or structural metabolic, nutritional or endocrine disorder which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Applicants with metabolic, nutritional or endocrine dysfunction may be assessed as fit subject to demonstrated stability of the condition and satisfactory aero-medical evaluation.

c) Diabetes mellitus

(1) Applicants with diabetes mellitus requiring insulin shall be assessed as unfit.

(2) Applicants with diabetes mellitus not requiring insulin shall be assessed as unfit unless it can be demonstrated that blood sugar control has been achieved.

d) Aero-medical assessment:

(1) applicants for a Class 1 medical certificate requiring medication other than insulin for blood sugar control shall be referred to the licensing authority;

(2) fitness of Class 2 applicants requiring medication other than insulin for blood sugar control shall be assessed in consultation with the licensing authority.

MED.B.030 Haematology

a) Applicants shall not possess any haematological disease which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) For a Class 1 medical certificate, haemoglobin shall be tested at each examination for the issue of a medical certificate.

c) Applicants with a haematological condition, such as:

(1) coagulation, haemorrhagic or thrombotic disorder;

(2) chronic leukaemia;

may be assessed as fit subject to satisfactory aeromedical evaluation.
d) Aero-medical assessment:

(1) applicants for a Class 1 medical certificate with one of the conditions specified in (c) above shall be referred to the licensing authority;

(2) fitness of Class 2 applicants with one of the conditions specified in (c) above shall be assessed in consultation with the licensing authority.

e) Class 1 applicants with one of the haematological conditions specified below shall be referred to the licensing authority:

(1) abnormal haemoglobin, including, but not limited to anaemia, polycythaemia or haemoglobinopathy;

(2) significant lymphatic enlargement;

(3) enlargement of the spleen.

MED.B.035 Genitourinary System

a) Applicants shall not possess any functional or structural disease of the renal or genitourinary system or its adnexa which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Urinalysis shall form part of every aero-medical examination. The urine shall contain no abnormal element considered to be of pathological significance.

c) Applicants with any sequela of disease or surgical procedures on the kidneys or the urinary tract likely to cause incapacitation, in particular any obstruction due to stricture or compression shall be assessed as unfit.

d) Applicants with a genitourinary disorder, such as:

(1) renal disease;

(2) one or more urinary calculi, or a history of renal colic;

may be assessed as fit subject to satisfactory renal/urological evaluation.

e) Applicants who have undergone a major surgical operation in the urinary apparatus involving a total or partial excision or a diversion of its organs shall be assessed as unfit and be re-assessed after full recovery before a fit assessment can be considered. Applicants for a Class 1 medical certificate shall be referred to the licensing authority for the re-assessment.

MED.B.040 Infectious Disease

a) Applicants shall have no established medical history or clinical diagnosis of any infectious disease which is likely to interfere with the safe exercise of the privileges of the applicable licence held.
b) Applicants who are HIV positive may be assessed as fit subject to satisfactory aero-medical evaluation. Applicants for a Class 1 medical certificate shall be referred to the licensing authority.

**MED.B.045 Obstetrics and Gynaecology**

a) Applicants shall not possess any functional or structural obstetric or gynaecological condition which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Applicants who have undergone a major gynaecological operation shall be assessed as unfit until full recovery.

c) Pregnancy

(1) In the case of pregnancy, if the AeMC or AME considers that the licence holder is fit to exercise her privileges, he/she shall limit the validity period of the medical certificate to the end of the 26th week of gestation. After this point, the certificate shall be suspended. The suspension shall be lifted after full recovery following the end of the pregnancy.

(2) Holders of Class 1 medical certificates shall only exercise the privileges of their licences until the 26th week of gestation with an OML. Notwithstanding MED. B.001 in this case, the OML may be imposed and removed by the AeMC or AME.

**MED.B.050 Musculoskeletal System**

a) Applicants shall not possess any abnormality of the bones, joints, muscles or tendons, congenital or acquired which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) An applicant shall have sufficient sitting height, arm and leg length and muscular strength for the safe exercise of the privileges of the applicable licence(s).

c) An applicant shall have satisfactory functional use of the musculoskeletal system to enable the safe exercise of the privileges of the applicable licence(s). Fitness of the applicants shall be assessed in consultation with the licensing authority.

**MED.B.055 Psychiatry**

a) Applicants shall have no established medical history or clinical diagnosis of any psychiatric disease or disability, condition or disorder, acute or chronic, congenital or acquired, which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).
b) Applicants with a mental or behavioural disorder due to alcohol or other use or abuse of psychotropic substances shall be assessed as unfit pending recovery and freedom from substance use and subject to satisfactory psychiatric evaluation after successful treatment. Applicants for a Class 1 medical certificate shall be referred to the licensing authority. Fitness of Class 2 applicants shall be assessed in consultation with the licensing authority.

c) Applicants with a psychiatric condition such as:

(1) mood disorder;
(2) neurotic disorder;
(3) personality disorder;
(4) mental or behavioural disorder;
shall undergo satisfactory psychiatric evaluation before a fit assessment can be made.

d) Applicants with a history of a single or repeated acts of deliberate self-harm shall be assessed as unfit. Applicants shall undergo satisfactory psychiatric evaluation before a fit assessment can be considered.

e) Aero-medical assessment:

(1) applicants for a Class 1 medical certificate with one of the conditions detailed in (b), (c) or (d) above shall be referred to the licensing authority;
(2) fitness of Class 2 applicants with one of the conditions detailed in (b), (c) or (d) above shall be assessed in consultation with the licensing authority.

f) Applicants with an established history or clinical diagnosis of schizophrenia, schizotypal or delusional disorder shall be assessed as unfit.

MED.B.060 Psychology

a) Applicants shall have no established psychological deficiencies, which are likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) A psychological evaluation may be required as part of, or complementary to, a specialist psychiatric or neurological examination.

MED.B.065 Neurology

a) Applicants shall have no established medical history or clinical diagnosis of any neurological condition which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Applicants with an established history or clinical diagnosis of:

(1) epilepsy;
(2) recurring episodes of disturbance of consciousness of uncertain cause;
shall be assessed as unfit.
c) Applicants with an established history or clinical diagnosis of:

(1) epilepsy without recurrence after age 5;
(2) epilepsy without recurrence and off all treatment for more than 10 years;
(3) epileptiform EEG abnormalities and focal slow waves;
(4) progressive or non-progressive disease of the nervous system;
(5) a single episode of disturbance of consciousness of uncertain cause;
(6) loss of consciousness after head injury;
(7) penetrating brain injury;
(8) spinal or peripheral nerve injury;

shall undergo further evaluation before a fit assessment can be considered. Applicants for a Class 1 medical certificate shall be referred to the licensing authority. Fitness of Class 2 applicants shall be assessed in consultation with the licensing authority.

MED.B.070 Visual System

a) Applicants shall not possess any abnormality of the function of the eyes or their adnexa or any active pathological condition, congenital or acquired, acute or chronic, or any sequelae of eye surgery or trauma, which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Examination

(1) For a Class 1 medical certificate:
   (i) a comprehensive eye examination shall form part of the initial examination and be undertaken periodically depending on the refraction and the functional performance of the eye; and
   (ii) a routine eye examination shall form part of all revalidation and renewal examinations.

(2) For a Class 2 medical certificate:
   (i) a routine eye examination shall form part of the initial and all revalidation and renewal examinations; and
   (ii) a comprehensive eye examination shall be undertaken when clinically indicated.

c) Distant visual acuity, with or without correction, shall be:

(1) in the case of Class 1 medical certificates, 6/9 (0,7) or better in each eye separately and visual acuity with both eyes shall be 6/6 (1,0) or better;
(2) in the case of Class 2 medical certificates, 6/12 (0,5) or better in each eye separately and visual acuity with both eyes shall be 6/9 (0,7) or better. An applicant with substandard vision in one eye may be assessed as fit in consultation with the licensing authority subject to satisfactory ophthalmic assessment;
(3) applicants for an initial Class 1 medical certificate with substandard vision in one eye shall be assessed as unfit. At revalidation, applicants with acquired substandard vision in one eye shall be referred to the licensing authority and may be assessed as fit if it is unlikely to interfere with safe exercise of the licence held.

d) An applicant shall be able to read an N5 chart (or equivalent) at 30-50 cm and an N14 chart (or equivalent) at 100 cm, with correction, if prescribed.

e) Applicants for a Class 1 medical certificate shall be required to have normal fields of vision and normal binocular function.

f) Applicants who have undergone eye surgery may be assessed as fit subject to satisfactory ophthalmic evaluation.

g) Applicants with a clinical diagnosis of keratoconus may be assessed as fit subject to a satisfactory examination by an ophthalmologist. Applicants for a Class 1 medical certificate shall be referred to the licensing authority.

h) Applicants with:
   (1) astigmatism;
   (2) anisometropia;
   may be assessed as fit subject to satisfactory ophthalmic evaluation.

i) Applicants with diplopia shall be assessed as unfit.

j) Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction:
   (1) For:
      (i) distant vision, spectacles or contact lenses shall be worn whilst exercising the privileges of the applicable licence(s);
      (ii) near vision, a pair of spectacles for near use shall be kept available during the exercise of the privileges of the licence;
   (2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst exercising the privileges of the applicable licence(s);
   (3) the correction shall provide optimal visual function, be well-tolerated and suitable for aviation purposes;
   (4) if contact lenses are worn, they shall be for distant vision, monofocal, non-tinted and well tolerated;
   (5) applicants with a large refractive error shall use contact lenses or high-index spectacle lenses;
   (6) no more than one pair of spectacles shall be used to meet the visual requirements;
   (7) orthokeratological lenses shall not be used.
MED.B.075 Colour vision

a) Applicants shall be required to demonstrate the ability to perceive readily the colours that are necessary for the safe performance of duties.

b) Examination

(1) Applicants shall pass the Ishihara test for the initial issue of a medical certificate.

(2) Applicants who fail to pass in the Ishihara test shall undergo further colour perception testing to establish whether they are colour safe.

c) In the case of Class 1 medical certificates, applicants shall have normal perception of colours or be colour safe. Applicants who fail further colour perception testing shall be assessed as unfit. Applicants for a Class 1 medical certificate shall be referred to the licensing authority.

d) In the case of Class 2 medical certificates, when the applicant does not have satisfactory perception of colours, his/her flying privileges shall be limited to daytime only.

MED.B.080 Otorhino-laryngology

a) Applicants shall not possess any abnormality of the function of the ears, nose, sinuses or throat, including oral cavity, teeth and larynx, or any active pathological condition, congenital or acquired, acute or chronic, or any sequelae of surgery or trauma which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) Hearing shall be satisfactory for the safe exercise of the privileges of the applicable licence(s).

c) Examination

(1) Hearing shall be tested at all examinations.

(i) In the case of Class 1 medical certificates and Class 2 medical certificates, when an instrument rating is to be added to the licence held, hearing shall be tested with pure tone audiometry at the initial examination and, at subsequent revalidation or renewal examinations, every 5 years until the age 40 and every 2 years thereafter.

(ii) When tested on a pure-tone audiometer, initial applicants shall not have a hearing loss of more than 35 dB at any of the frequencies 500, 1000 or 2000 Hz, or more than 50 dB at 3000 Hz, in either ear separately. Applicants for revalidation or renewal, with greater hearing loss shall demonstrate satisfactory functional hearing ability.

(iii) Applicants with hypoacusis shall demonstrate satisfactory functional hearing ability.

(2) A comprehensive ear, nose and throat examination shall be undertaken for the initial issue of a Class 1 medical certificate and periodically thereafter when clinically indicated.
d) Applicants for a Class 1 medical certificate with:
   (1) an active pathological process, acute or chronic, of the internal or middle ear;
   (2) unhealed perforation or dysfunction of the tympanic membrane(s);
   (3) disturbance of vestibular function;
   (4) significant restriction of the nasal passages;
   (5) sinus dysfunction;
   (6) significant malformation or significant, acute or chronic infection of the oral cavity or upper respiratory tract;
   (7) significant disorder of speech or voice;
shall undergo further medical examination and assessment to establish that the condition does not interfere with the safe exercise of the privileges of the licence held.

e) Aero-medical assessment:
   (1) applicants for a Class 1 medical certificate with the disturbance of vestibular function shall be referred to the licensing authority;
   (2) fitness of Class 2 applicants with the disturbance of vestibular function shall be assessed in consultation with the licensing authority.

MED.B.085 Dermatology

Applicants shall have no established dermatological condition likely to interfere with the safe exercise of the privileges of the applicable licence(s) held.

MED.B.090 Oncology

a) Applicants shall have no established primary or secondary malignant disease likely to interfere with the safe exercise of the privileges of the applicable licence(s).

b) After treatment for malignant disease, applicants shall undergo satisfactory oncological evaluation before a fit assessment can be made. Class 1 applicants shall be referred to the licensing authority. Fitness of Class 2 applicants shall be assessed in consultation with the licensing authority.

c) Applicants with an established history or clinical diagnosis of intracerebral malignant tumour shall be assessed as unfit.


**SECTION 3**

Specific requirements for LAPL medical certificates

MED.B.095 Medical examination and/or assessment of applicants for LAPL medical certificates

a) An applicant for an LAPL medical certificate shall be assessed based on aero-medical best practice.

b) Special attention shall be given to the applicant’s complete medical history.

c) The initial assessment, all subsequent re-assessments after age 50 and assessments in cases where the medical history of the applicant is not available to the examiner shall include at least the following:

1. clinical examination;
2. blood pressure;
3. urine test;
4. vision;
5. hearing ability.

d) After the initial assessment, subsequent re-assessments until age 50 shall include:

1. an assessment of the LAPL holder’s medical history; and
2. the items under paragraph (c) as deemed necessary by the AeMC, AME or GMP in accordance with aero-medical best practice.

**SUBPART C**

REQUIREMENTS FOR MEDICAL FITNESS OF CABIN CREW

**SECTION 1**

General requirements

MED.C.001 General

Cabin crew members shall only perform the duties and responsibilities required by aviation safety rules on an aircraft if they comply with the applicable requirements of this Part.
MED.C.005 Aero-medical assessments

a) Cabin crew members shall undergo aero-medical assessments to verify that they are free from any physical or mental illness which might lead to incapacitation or an inability to perform their assigned safety duties and responsibilities.

b) Each cabin crew member shall undergo an aero-medical assessment before being first assigned to duties on an aircraft, and after that at intervals of maximum 60 months.

c) Aero-medical assessments shall be conducted by an AME, AeMC, or by an OHMP if the requirements of MED.D.040 are complied with.

SECTION 2

Requirements for aero-medical assessment of cabin crew

MED.C.020 General

Cabin crew members shall be free from any:

a) abnormality, congenital or acquired;

b) active, latent, acute or chronic disease or disability;

c) wound, injury or sequelae from operation; and

d) effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken that would entail a degree of functional incapacity which might lead to incapacitation or an inability to discharge their safety duties and responsibilities.

MED.C.025 Content of aero-medical assessments

a) An initial aero-medical assessment shall include at least:

(1) an assessment of the applicant cabin crew member’s medical history; and

(2) a clinical examination of the following:

(i) cardiovascular system;

(ii) respiratory system;

(iii) musculoskeletal system;

(iv) otorhino-laryngology;

(v) visual system; and

(vi) colour vision.

b) Each subsequent aero-medical re-assessment shall include:
(1) an assessment of the cabin crew member’s medical history; and

(2) a clinical examination if deemed necessary in accordance with aero-medical best
practice.

c) For the purpose of (a) and (b), in case of any doubt or if clinically indicated, a cabin
crew member’s aero-medical assessment shall also include any additional medical
examination, test or investigation that are considered necessary by the AME, AeMC or
OHMP.

SECTION 3

Additional requirements for applicants for, or holders of, a cabin crew attestation

MED.C.030 Cabin crew medical report

a) After completion of each aero-medical assessment, applicants for, and holders of, a
cabin crew attestation:

(1) shall be provided with a cabin crew medical report by the AME, AeMC or OHMP;
and

(2) shall provide the related information, or a copy of their cabin crew medical report to
the operator(s) employing their services.

b) Cabin crew medical report

A cabin crew medical report shall indicate the date of the aero-medical assessment,
whether the cabin crew member has been assessed fit or unfit, the date of the next required
aero-medical assessment and, if applicable, any limitation(s). Any other elements shall
be subject to medical confidentiality in accordance with MED.A.015.

MED.C.035 Limitations

a) If holders of a cabin crew attestation do not fully comply with the medical requirements
specified in Section 2, the AME, AeMC or OHMP shall consider whether they may be
able to perform cabin crew duties safely if complying with one or more limitations.

b) Any limitation(s) to the exercise of the privileges granted by the cabin crew attestation
shall be specified on the cabin crew medical report and shall only be removed by an
AME, AeMC or by an OHMP in consultation with an AME.
PART MED  CAO.IRI Air Crew Regulation

SUBPART D

AERO-MEDICAL EXAMINERS (AME), GENERAL MEDICAL PRACTITIONERS (GMP), OCCUPATIONAL HEALTH MEDICAL PRACTITIONERS (OHMP)

SECTION 1

Aero-Medical Examiners

MED.D.001 Privileges

a) The privileges of an AME are to issue, revalidate and renew Class 2 medical certificates and LAPL medical certificates, and to conduct the relevant medical examinations and assessments.

b) Holders of an AME certificate may apply for an extension of their privileges to include medical examinations for the revalidation and renewal of Class 1 medical certificates, if they comply with the requirements in MED.D.015.

c) The scope of the privileges of the AME, and any condition thereof, shall be specified in the certificate.

MED.D.005 Application

a) Application for a certificate as an AME shall be made in a form and manner specified by the CAO.IRI.

b) Applicants for an AME certificate shall provide the CAO.IRI with:

(1) personal details and professional address;

(2) documentation demonstrating that they comply with the requirements established in MED.D.010, including a certificate of completion of the training course in aviation medicine appropriate to the privileges they apply for;

(3) a written declaration that the AME will issue medical certificates on the basis of the requirements of this Part.

c) When the AME undertakes aero-medical examinations in more than one location, they shall provide the CAO.IRI with relevant information regarding all practice locations.

MED.D.010 Requirements for the issue of an AME certificate

Applicants for an AME certificate with the privileges for the initial issue, revalidation and renewal of Class 2 medical certificates shall:

a) be fully qualified and licensed for the practice of medicine and hold a Certificate of Completion of specialist training;
b) have undertaken a basic training course in aviation medicine;

c) demonstrate to the CAO.IRI that they:

(1) have adequate facilities, procedures, documentation and functioning equipment suitable for aero-medical examinations; and

(2) have in place the necessary procedures and conditions to ensure medical confidentiality.

MED.D.015 Requirements for the extension of privileges

Applicants for an AME certificate extending their privileges to the revalidation and renewal of Class 1 medical certificates shall hold a valid certificate as an AME and have:

a) Conduct at least 30 examination for issue, revalidation or renewal of class 1 under supervision of AME which has the privilege of issuing class1 medical certificates, over a period of no more than 5 years preceding the application.

b) undertaken an advanced training course in aviation medicine; and

c) undergone practical training at an AeMC or under supervision of the licensing authority.

MED.D.020 Training courses in aviation medicine

a) Training courses in aviation medicine shall be approved by the CAO.IRI. The organisation providing the course shall demonstrate that the course syllabus is adequate and that the persons in charge of providing the training have adequate knowledge and experience.

b) Except in the case of refresher training, the courses shall be concluded by a written examination on the subjects included in the course content.

c) The organisation providing the course shall issue a certificate of completion to applicants when they have obtained a pass in the examination.

MED.D.025 Changes to the AME certificate

a) AMEs shall notify the CAO.IRI of the following changes which could affect their certificate:

(1) the AME is subject to disciplinary proceedings or investigation by a medical regulatory body;

(2) there are any changes to the conditions on which the certificate was granted, including the content of the statements provided with the application;

(3) the requirements for the issue are no longer met;

(4) there is a change of aero-medical examiner’s practice location(s) or correspondence address.
b) Failure to inform the CAO.IRI shall result in the suspension or revocation of the privileges of the certificate, on the basis of the decision of the CAO.IRI that suspends or revokes the certificate.

**MED.D.030 Validity of AME certificates**

An AME certificate shall be issued for a period not exceeding 3 years. It shall be revalidated subject to the holder:

a) continuing to fulfil the general conditions required for medical practice and maintaining registration as a medical practitioner according to national law;
b) undertaking refresher training in aviation medicine within the last 3 years;
c) having performed at least 10 aero-medical examinations every year;
d) remaining in compliance with the terms of their certificate; and
e) exercising their privileges in accordance with this Part.

**SECTION 2**

**General Medical Practitioners (GMPs)**

**MED.D.035 Requirements for general medical practitioners**

a) GMPs shall act as AMEs for issuing LAPL medical certificates only:

   (1) if they exercise their activity in a CAO.IRI where GMPs have appropriate access to the full medical records of applicants; and

   (2) in accordance with any additional requirements established under national law.

b) In order to issue LAPL medical certificates, general medical practitioners (GMP) shall be fully qualified and licensed for the practice of medicine in accordance with national law.

c) GMPs acting as AMEs shall notify their activity to the CAO.IRI.

**SECTION 3**

**Occupational Health Medical Practitioners (OHMP)**

**MED.D.040 Requirements for occupational health medical practitioners**

OHMPs shall only conduct aero-medical assessments of cabin crew if:
a) the CAO.IRI is satisfied that the relevant national occupational health system can ensure compliance with the applicable requirements of this Part;

b) they are licensed in the practice of medicine and qualified in occupational medicine in accordance with national law; and

c) have acquired knowledge in aviation medicine as relevant to the operating environment of cabin crew.
PART CC

QUALIFICATION OF CABIN CREW INVOLVED IN COMMERCIAL AIR TRANSPORT OPERATIONS

SUBPART GEN

GENERAL REQUIREMENTS

CC.GEN.001 CAO.IRI

For the purpose of this Part, CAO.IRI.

CC.GEN.005 Scope

This Part establishes the requirements for the issue of cabin crew attestations and the conditions for their validity and use by their holders.

CC.GEN.015 Application for a cabin crew attestation

The application for a cabin crew attestation shall be made in a form and manner established by the CAO.IRI.

CC.GEN.020 Minimum age

The applicant for a cabin crew attestation shall be at least 18 years of age.

CC.GEN.025 Privileges and conditions

a) The privileges of holders of a cabin crew attestation are to act as cabin crew members in commercial air transport operation of aircraft referred to article 11a(1)

b) Cabin crew members may exercise the privileges specified in (a) only if they:

(1) hold a valid cabin crew attestation as specified in CC.CCA.105; and

(2) comply with CC.GEN.030, CC.TRA.225 and the applicable requirements of Part-MED.

CC.GEN.030 Documents and record-keeping

To show compliance with the applicable requirements as specified in CC.GEN.025(b), each holder shall keep, and provide upon request, the cabin crew attestation, the list and the training and checking records of his/her aircraft type or variant qualification(s), unless
the operator employing his/her services keeps such records and can make them readily available upon request by a CAO.IRI or by the holder.

**SUBPART CCA**

**SPECIFIC REQUIREMENTS FOR THE CABIN CREW ATTESTATION**

**CC.CCA.100 Issue of the cabin crew attestation**

a) Cabin crew attestations shall only be issued to applicants who have passed the examination following completion of the initial training course in accordance with this Part.

b) Cabin crew attestations shall be issued:

   (1) by CAO.IRI; and/or

   (2) by an organisation approved to do so by CAO.IRI.

**CC.CCA.105 Validity of the cabin crew attestation**

The cabin crew attestation shall be issued with unlimited duration and shall remain valid unless:

a) it is suspended or revoked by CAO.IRI; or

b) its holder has not exercised the associated privileges during the preceding 60 months on at least one aircraft type.

**CC.CCA.110 Suspension and revocation of the cabin crew attestation**

a) If holders do not comply with this Part, their cabin crew attestation may be suspended or revoked by CAO.IRI.

b) In case of suspension or revocation of their cabin crew attestation by CAO.IRI, holders shall:

   (1) be informed in writing of this decision, and of their right of appeal in accordance with national law;

   (2) not exercise the privileges granted by their cabin crew attestation;

   (3) inform, without undue delay, the operator(s) employing their services; and

   (4) return their attestation in accordance with the applicable procedure established by CAO.IRI.
PART CC  Air Crew Regulation

SUBPART TRA

TRAINING REQUIREMENTS FOR CABIN CREW ATTESTATION APPLICANTS AND HOLDERS

CC.TRA.215 Provision of training

Training required in this Part shall be:

a) provided by training organisations or commercial air transport operators approved to do so by the CAO.IRI;

b) performed by personnel suitably experienced and qualified for the training elements to be covered; and

c) conducted according to a training programme and syllabus documented in the organisation's approval.

CC.TRA.220 Initial training course and examination

a) Applicants for a cabin crew attestation shall complete an initial training course to familiarise themselves with the aviation environment and to acquire sufficient general knowledge and basic proficiency required to perform the duties and discharge the responsibilities related to the safety of passengers and flight during normal, abnormal and emergency operations.

b) The programme of the initial training course shall cover at least the elements specified in Appendix 1 to this Part. It shall include theoretical and practical training.

c) Applicants for a cabin crew attestation shall undergo an examination covering all elements of the training programme specified in (b), except CRM training, to demonstrate that they have attained the level of knowledge and proficiency required in (a).

CC.TRA.225 Aircraft type or variant qualification(s)

a) Holders of a valid cabin crew attestation shall only operate on an aircraft if they are qualified in accordance with the applicable requirements of Part-ORO.

b) To be qualified for an aircraft type or a variant, the holder:

   (1) shall comply with the applicable training, checking and validity requirements, covering as relevant to the aircraft to be operated:

   (i) aircraft-type specific training, operator conversion training and familiarisation;

   (ii) differences training;

   (iii) recurrent training; and
c) shall have operated within the preceding 6 months on the aircraft type, or shall have completed the relevant refresher training and checking before operating again on that aircraft type.

**SUBPART ATO**

Cabin Crew Approved Training Organization

CC.ATO.115 Application for an organisation certificate

a) The application for an organisation certificate or an amendment to an existing certificate shall be made in a form FR-CCTO-11, taking into account the applicable requirements.

b) Applicants for an initial certificate shall provide CAO.IRI with documentation demonstrating how they will comply with the requirements. Such documentation shall include a procedure describing how changes not requiring prior approval will be managed and notified to CAO.IRI.

CC.ATO.125 Terms of approval and privileges of an organisation

a) A certified organisation shall comply with the scope and privileges defined in the terms of approval attached to the organisation’s certificate.

b) The management system documentation should contain the privileges and detailed scope of activities for which the organisation is certified, as relevant to the applicable requirements. The scope of activities defined in the management system documentation should be consistent with the terms of approval.

CC.ATO.130 Changes to organisations

a) Any change affecting:

the scope of the certificate or the terms of approval of an organisation; or any of the elements of the organisation’s management system as required in CC.ATO.200(a)(1) and (a)(2), shall require prior approval by CAO.IRI.

b) For any changes requiring prior approval in accordance with requirements, the organisation shall apply for and obtain an approval issued by CAO.IRI. The application shall be submitted before any such change takes place, in order to enable CAO.IRI to determine continued compliance with requirements and to amend, if necessary, the organisation certificate and related terms of approval attached to it. The organisation shall provide CAO.IRI with any relevant documentation. The change shall only be implemented upon receipt of formal approval by CAO.IRI. The organisation shall operate under the conditions prescribed by CAO.IRI during such changes, as applicable.
c) All changes not requiring prior approval shall be managed and notified to the CAO.IRI as defined in the procedure approved by the CAO.IRI.

**CC.ATO.135 Continued validity**

a) The organisation’s certificate shall remain valid subject to:

1) the organisation remaining in compliance with the relevant requirements, taking into account the provisions related to the handling of findings as specified under CC.ATO.150;

2) CAO.IRI being granted access to the organisation as defined in CC.ATO.140 to determine continued compliance with the relevant requirements; and

3) the certificate not being surrendered or revoked.

b) Upon revocation or surrender the certificate shall be returned to the CAO.IRI without delay.

**CC.ATO.140 Access**

For the purpose of determining compliance with the relevant requirements the organisation shall grant access to any facility, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by CAO.IRI.

**CC.ATO.150 Findings**

After receipt of notification of findings, the organisation shall:

a) identify the root cause of the non-compliance;

b) define a corrective action plan; and

c) demonstrate corrective action implementation to the satisfaction of CAO.IRI within a period agreed as defined in ARA.GEN.350 (d).

**CC.ATO.200 Organisation requirement**

a) The organisation shall establish, implement and maintain a management system that includes:

1) clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager;

2) maintaining personnel trained and competent to perform their tasks;

3) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;
4) a function to monitor compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and

5) any additional requirements that are prescribed in the relevant subparts of this Part or other applicable Parts.

b) The organisation shall ensure that the conduct, the syllabi and associated programmes of the training courses comply with the relevant requirements of Part-CC;

CC.ATO.205 Contracted activities

a) Contracted activities include all activities within the organisation’s scope of approval that are performed by another organisation either itself certified to carry out such activity or if not certified, working under the contracting organisation’s approval. The organisation shall ensure that when contracting or purchasing any part of its activity, the contracted or purchased service or product conforms to the applicable requirements.

b) When the certified organisation contracts any part of its activity to an organisation that is not itself certified in accordance with this Part to carry out such activity, the contracted organisation shall work under the approval of the contracting organisation. The contracting organisation shall ensure that the CAO.IRI is given access to the contracted organisation to determine continued compliance with the applicable requirements.

c) A written agreement shall exist between the organisation and the contracted organisation clearly defining the contracted activities and the applicable requirements.

d) The organisation shall ensure that the contracted organisation has the necessary authorisation or approval when required, and commands the resources and competence to undertake the task.

CC.ATO.210 Personnel requirements

a) The organisation shall appoint an accountable manager, who has the authority for ensuring that all activities can be financed and carried out in accordance with the applicable requirements.

b) A person or group of persons shall be nominated by the organisation, with the responsibility of ensuring that the organisation remains in compliance with the applicable requirements. Such person(s) shall be ultimately responsible to the accountable manager.

c) The organisation shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements. The trainers and instructors conducting the training sessions are suitably experienced and qualified in the training subject covered.

e) The organisation shall maintain appropriate experience, qualification and training records to show compliance with paragraph (c).
f) The organisation shall ensure that all personnel are aware of the rules and procedures relevant to the exercise of their duties.

CC.ATO.215 Facility requirements

a) The organisation shall have facilities allowing the performance and management of all planned tasks and activities in accordance with the applicable requirements.

b) the following facilities for instruction shall be available:
   1) adequate classroom accommodation for the current student population;
   2) suitable equipment to support the practical training and theoretical knowledge instruction;
   3) a reference library containing publications giving coverage of the syllabus;
   4) offices for the instructional personnel.

c) the training devices used by the organisation realistically represent the passenger compartment environment of the aircraft type(s) and the technical characteristics of the equipment to be operated by the cabin crew;

CC.ATO.220 ORGANISATION’s MANAGEMENT SYSTEM DOCUMENTATION

a) The organisation’s management system documentation shall at least include the following information:
   1) a statement signed by the accountable manager to confirm that the organisation will continuously work in accordance with the applicable requirements and the organisation’s documentation as required by Part CC;
   2) the organisation's scope of activities;
   3) the titles and names of persons referred to in CC.ATO.210 (a) and (b);
   4) an organisation chart showing the lines of responsibility between the persons referred to in CC.ATO.210;
   5) a general description and location of the facilities referred to in CC.ATO.215;
   6) procedures specifying how the organisation ensures compliance with the applicable requirements;
   7) the amendment procedure for the organisation’s management system documentation.
   8) organisation procedure for issuing cabin crew attestation and using the format and specifications established in Appendix II to Part ARA, if applicable.
   9) examination procedure
d) The organisation’s management system documentation may be included in a separate manual or in (one of) the manual(s) as required by the applicable Subpart(s). A cross reference should be included.
AMC CC.ATO.220 ORGANISATION’s MANAGEMENT SYSTEM DOCUMENTATION

Examination Procedure

The training organisation shall establish examination procedure in accordance with standard agreed by CAO.IRI that at least including following:

1) Procedure for theoretical knowledge examination or practical assessment
2) Rules and procedure of security of question bank and records of examination
3) Procedures for examination paper preparation, type of question and assessment, standard required for “pass”.
4) Procedure for question analysis and review and for raising replacement papers;
5) Examination re-sit procedure
6) Examination validity period
7) Procedure for ensuring being free from conflict of interest for examiner(s) and examiner(s) authorisation procedure for conducting exam

CC.ATO.230 Record-keeping

a) The organisation shall establish a system of record keeping that allows adequate storage and reliable traceability of all activities developed, covering in particular all the elements indicated in this Part.
b) The format of the records shall be specified in the organisation’s procedures.
c) Records shall be stored in a manner that ensures protection from damage, alteration and theft.

AMC1 CC.ATO.230 Record-keeping

a) The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a way that ensures traceability and retrievability throughout the required retention period.
b) Records should be kept in paper form or in electronic format or a combination of both. Records stored on microfilm or optical disc format are also acceptable. The records should remain legible throughout the required retention period. The retention period starts when the record has been created or last amended.
c) Paper systems should use robust material which can withstand normal handling and filing. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Computer systems should include safeguards against the ability of unauthorised personnel to alter the data.
d) All computer hardware used to ensure data backup should be stored in a different location from that containing the working data and in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the full period specified in the relevant Subpart. In the absence of such indication, all records should be kept for a minimum period of 5 years.

**CC.ATO.235 Pre-requisites for training**

a) The training organisation shall ensure that the students meet all the pre-requisites for training established in Part Medical.

**CC.ATO.245 Crediting**

The training organisation may credit training of other training organisation by crediting procedure provided that applicant:

1) has been trained before entry into force of CAO.IRI Aircrew and approved by course completion certificate from origin training organisation; or

2) request for transferring from origin training organisation by submitting details of training records.
Appendix 1 to Part-CC

Initial training course and examination

TRAINING PROGRAMME

The training programme of the initial training course shall include at least the following:

1. General theoretical knowledge of aviation and aviation regulations covering all elements relevant to the duties and responsibilities required from cabin crew:
   1.1. aviation terminology, theory of flight, passenger distribution, areas of operation, meteorology and effects of aircraft surface contamination;
   1.2. aviation regulations relevant to cabin crew and the role of CAO.IRI;
   1.3. duties and responsibilities of cabin crew during operations and the need to respond promptly and effectively to emergency situations;
   1.4. continuing competence and fitness to operate as a cabin crew member, including as regards flight and duty time limitations and rest requirements;
   1.5. the importance of ensuring that relevant documents and manuals are kept up-to-date, with amendments provided by the operator as applicable;
   1.6. the importance of cabin crew performing their duties in accordance with the operations manual of the operator;
   1.7. the importance of the cabin crew’s pre-flight briefing and the provision of necessary safety information with regards to their specific duties; and
   1.8. the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures.

2. Communication:

   During training, emphasis shall be placed on the importance of effective communication between cabin crew and flight crew, including communication techniques, common language and terminology.

3. Introductory course on human factors (HF) in aviation and crew resource management (CRM)

   This course shall be conducted by at least one cabin crew CRM instructor. The training elements shall be covered in depth and shall include at least the following:
3.2. Relevant to the individual cabin crew member: personality awareness, human error and reliability, attitudes and behaviours, self-assessment; stress and stress management; fatigue and vigilance; assertiveness; situation awareness, information acquisition and processing.

4. Passenger handling and cabin surveillance:

4.1. the importance of correct seat allocation with reference to aeroplane mass and balance, special categories of passengers and the necessity of seating able-bodied passengers adjacent to unsupervised exits;

4.2. rules covering the safe stowage of cabin baggage and cabin service items and the risk of it becoming a hazard to occupants of the passenger compartment or otherwise obstruction or damaging emergency equipment or exits;

4.3. advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive;

4.4. precautions to be taken when live animals are carried in the passenger compartment;

4.5. duties to be undertaken in the event of turbulence, including securing the passenger compartment; and

4.6. methods used to motivate passengers and the crowd control necessary to expedite an emergency evacuation.

5. Aero-medical aspects and first-aid:

5.1. general instruction on aero-medical aspects and survival;

5.2. the physiological effects of flying with particular emphasis on hypoxia, oxygen requirements, Eustachian tubal function and barotraumas;

5.3. basic first-aid, including care of:

(a) air sickness;
(b) gastro-intestinal disturbances;
(c) hyperventilation;
(d) burns;
(e) wounds;
(f) the unconscious; and
(g) fractures and soft tissue injuries;

5.4. in-flight medical emergencies and associated first-aid covering at least:

(a) asthma;
(b) stress and allergic reactions;
(c) shock;
(d) diabetes;
(e) choking;
(f) epilepsy;
(g) childbirth;
(h) stroke; and
(i) heart attack;

5.5. the use of appropriate equipment including first-aid oxygen, first-aid kits and emergency medical kits and their contents;

5.6. practical cardio-pulmonary resuscitation training by each cabin crew member using a specifically designed dummy and taking account of the characteristics of an aircraft environment; and

5.7. travel health and hygiene, including:
(a) hygiene on board;
(b) risk of contact with infectious diseases and means to reduce such risks;
(c) handling of clinical waste;
(d) aircraft disinsection;
(e) handling of death on board; and
(f) alertness management, physiological effects of fatigue, sleep physiology, circadian rhythm and time zone changes.

6. Dangerous goods in accordance with the applicable ICAO Technical Instructions.


8. Fire and smoke training:

8.1. emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in particular, emphasis on the importance of identifying the actual source of the fire;

8.2. the importance of informing the flight crew immediately, as well as the specific actions necessary for coordination and assistance, when fire or smoke is discovered;

8.3. the necessity for frequent checking of potential fire-risk areas including toilets, and the associated smoke detectors;

8.4. the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire situations;
8.5. the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space including practical training in firefighting and in the donning and use of smoke protection equipment used in aviation; and

8.6. the general procedures of ground-based emergency services at aerodromes.

9. Survival training:

9.1. principles of survival in hostile environments (e.g. polar, desert, jungle, sea); and

9.2. water survival training which shall include the actual donning and use of personal flotation equipment in water and the use of slide-rafts or similar equipment, as well as actual practice in water.
PART ARA

AUTHORITY REQUIREMENTS FOR AIRCREW

SUBPART GEN

GENERAL REQUIREMENTS

SECTION 1

General

ARA.GEN.105 Definitions

For the purposes of this Part and of Part-ORA, the following definitions apply:

(1) "Acceptable Means of Compliance (AMC)" are non-binding standards adopted by the CAO.IRI to illustrate means to establish compliance with the Basic Regulation;

(2) "Alternative means of compliance" are those that propose an alternative to an existing AMC or those that propose new means to establish compliance with the requirements for which no associated AMC have been adopted by the CAO.IRI;

(3) "Approved training organisation (ATO)" means an organisation qualified for the issue or continuation of an approval to provide training for pilot licences and associated ratings and certificates;

(4) "Basic instrument training device model (BITD model)" means a defined hardware and software combination, which has obtained a BITD qualification;

(5) "Certification specifications (CS)" are technical standards adopted by the CAO.IRI indicating means to show compliance with the Basic Regulation and its Implementing Rules and which can be used by organisation for the purpose of certification;

(6) "Flight instructor (FI)" means an instructor with the privileges to provide training in an aircraft, in accordance with Part-FCL;

(7) "Flight simulation training device (FSTD)" means a training device which is:

(a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT), or a basic instrument training device
(BITD);

(b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);

(8) "FSTD qualification" means the level of technical ability of an FSTD as defined in the compliance document;

(9) "FSTD user" means the organisation or person requesting training, checking or testing through the use of an FSTD to an ATO;

(10) "Grounding" means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it;

(11) "Guidance Material (GM)" means non-binding material developed by the CAO.IRI that helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of the Basic Regulation, its Implementing Rules and AMC;

(12) "ARO.RAMP" means the Subpart RAMP of Part-ARO of the Regulation on Air Operations;

(13) "Other training device (OTD)" means an aid used for pilot training other than an FSTD that provides for training where a complete flight deck or cockpit environment is not necessary;

(14) "Part-ARA" means Part-ARA of the Regulation on Civil Aviation Aircrew;

(15) "Part-ORO" means Part-ORO of the Regulation on Air Operations;

(16) "Part-CC" means Part-CC of the Regulation on Civil Aviation Aircrew;

(17) "Part-FCL" means Part-FCL of the Regulation on Civil Aviation Aircrew;

(18) "Part-MED" means Part-MED of the Regulation on Civil Aviation Aircrew;

(19) "Part-ORA" means Part-ORA of the Regulation on Civil Aviation Aircrew;

(20) "Principal place of business" means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;

(21) "Qualification test guide (QTG)" means a document designed to demonstrate that the performance and handling qualities of an FSTD represent those of the aircraft, class of aeroplane or type of helicopter, simulated within prescribed limits and that all applicable requirements have been met. The QTG includes both the data of the aircraft, class of aeroplane or type of helicopter and FSTD data used to support the validation.
ARA.GEN.115 Oversight documentation

The CAO.IRI shall provide all legislative acts, standards, rules, technical publications and related documents to relevant personnel in order to allow them to perform their tasks and to discharge their responsibilities.

ARA.GEN.120 Means of compliance

a) The CAO.IRI shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with the regulation and its Parts. When the AMC are complied with, the related requirements of the the regulation and its Parts. Until such time as CAO.IRI specifies acceptable means of compliance, the applicable EASA Parts acceptable means of compliance can be applied as appropriate.

b) Alternative means of compliance may be used to establish compliance with the requirements.

c) The CAO.IRI shall establish a system to consistently evaluate that all alternative means of compliance used by itself or by organisations and persons under its oversight allow the establishment of compliance with requirements.

d) The CAO.IRI shall evaluate all alternative means of compliance proposed by an organisation in accordance with ORA.GEN.120 by analysing the documentation provided and, if considered necessary, conducting an inspection of the organisation.

When the CAO.IRI finds that the alternative means of compliance are in accordance with the requirements, it shall without undue delay notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval or certificate of the applicant accordingly:

e) When the CAO.IRI itself uses alternative means of compliance to achieve compliance with requirements it shall:

(1) make them available to all organisations and persons under its oversight;

ARA.GEN.135 Immediate reaction to a safety problem

a) Reserved

b) The CAO.IRI shall implement a system to appropriately analyse any relevant safety information received and without undue delay provide to the operators any information, including recommendations or corrective actions to be taken, necessary for them to react in a timely manner to a safety problem involving products, parts, appliances, persons or organisations subject to the requirements.

c) Upon receiving the information referred to in (b), the CAO.IRI shall take adequate measures to address the safety problem.
d) Measures taken under (c) shall immediately be notified to all persons or organisations which need to comply with them under the requirement. CAO.IRI shall also notify those measures to the CAO.IRI and, when combined action is required, the other States concerned.

SECTION 2

Management

ARA.GEN.200 Management system

a) The CAO.IRI shall establish and maintain a management system, including as a minimum:

(1) documented policies and procedures to describe its organisation, means and methods to achieve compliance with the requirements. The procedures shall be kept up-to-date and serve as the basic working documents within CAO.IRI for all related tasks;

(2) a sufficient number of personnel to perform its tasks and discharge its responsibilities. Such personnel shall be qualified to perform their allocated tasks and have the necessary knowledge, experience, initial and recurrent training to ensure continuing competence. A system shall be in place to plan the availability of personnel, in order to ensure the proper completion of all tasks;

(3) adequate facilities and office accommodation to perform the allocated tasks;

(4) a function to monitor compliance of the management system with the relevant requirements and adequacy of the procedures including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the CAO.IRI to ensure implementation of corrective actions as necessary; and

(5) a person or group of persons, ultimately responsible to the senior management of the CAO.IRI for the compliance monitoring function.

b) The CAO.IRI shall, for each field of activity including management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).

c) The CAO.IRI shall establish procedures for participation in a mutual exchange of all necessary information and assistance with other parties concerned including on all findings raised and follow-up actions taken as a result of oversight of persons and organisations exercising activities in the territory of Islamic Republic of Iran.
ARA.GEN.205 Allocation of tasks to qualified entities

a) Tasks related to the initial certification or continuing oversight of persons or organisations subject to the requirements is allocated by CAO.IRI as a qualified entity. When allocating tasks, CAO.IRI shall ensure that it has:

(1) a system in place to initially and continuously assess that the qualified entity complies with the following:

(i) The entity, its Director and the staff responsible for carrying out the checks, may not become involved, either directly or as authorised representatives, in the design, manufacture, marketing or maintenance of the products, parts, appliances, constituents or systems or in their operations, service provision or use. This does not exclude the possibility of an exchange of technical information between the involved organisations and the qualified entity.

(ii) The entity and the staff responsible for the certification tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, in particular of a financial type, which could affect their judgment or the results of their investigations, in particular from persons or groups of persons affected by the results of the certification tasks.

(iii) The entity must employ staff and possess the means required to perform adequately the technical and administrative tasks linked with the certification process; it should also have access to the equipment needed for exceptional checks.

(iv) The staff responsible for investigation must have:
   — sound technical and vocational training,
   — satisfactory knowledge of the requirements of the certification tasks they carry out and adequate experience of such processes,
   — the ability required to draw up the declarations, records and reports to demonstrate that the investigations have been carried out.

(v) The impartiality of the investigation staff must be guaranteed. Their remuneration must not depend on the number of investigations carried out or on the results of such investigations.

(vi) The entity must take out liability insurance unless its liability is assumed by one State in accordance with its national law.

(vii) The staff of the entity must observe professional secrecy with regard to all information acquired in carrying out their tasks under this Regulation.

This system and the results of the assessments shall be documented;

(2) established a documented agreement with the qualified entity, approved by both parties at the appropriate management level, which clearly defines:
PART ARA CAO.IRI Air Crew Regulation

(i) the tasks to be performed;
(ii) the declarations, reports and records to be provided;
(iii) the technical conditions to be met in performing such tasks;
(iv) the related liability coverage; and
(v) the protection given to information acquired in carrying out such tasks.

b) CAO.IRI shall ensure that the internal audit process and a safety risk management process required by ARA.GEN.200(a)(4) cover all certification or continuing oversight tasks performed on its behalf.

ARA.GEN.210 Changes in the management system

a) CAO.IRI shall have a system in place to identify changes that affect its capability to perform its tasks and discharge its responsibilities as defined in the requirements. This system shall enable it to take action as appropriate to ensure that its management system remains adequate and effective.

b) CAO.IRI shall update its management system to reflect any change to the requirements in a timely manner, so as to ensure effective implementation.

ARA.GEN.220 Record-keeping

a) CAO.IRI shall establish a system of record-keeping providing for adequate storage, accessibility and reliable traceability of:
(1) the management system’s documented policies and procedures;
(2) training, qualification and authorisation of its personnel;
(3) the allocation of tasks, covering the elements required by ARA.GEN.205 as well as the details of tasks allocated;
(4) certification processes and continuing oversight of certified organisations;
(5) processes for issuing personnel licences, ratings, certificates and attestations and for the continuing oversight of the holders of those licences, ratings, certificates and attestations;
(6) processes for issuing FSTD qualification certificates and for the continuing oversight of the FSTD and of the organisation operating it;
(7) oversight of persons and organisations exercising activities within the territory of the Islamic Republic of Iran, but overseen or certified by CAO.IRI or the CAO.IRI, as agreed between these authorities;
(8) the evaluation and notification to the CAO.IRI of alternative means of compliance proposed by organisations and the assessment of alternative means of compliance used by CAO.IRI itself;
(9) findings, corrective actions and date of action closure;
(10) enforcement measures taken;
(11) safety information and follow-up measures; and
(12) the use of flexibility provisions in accordance with the requirements.

b) CAO.IRI shall maintain a list of all organisation certificates, FSTD qualification certificates and personnel licences, certificates and attestations it issued.

c) All records shall be kept for the minimum period specified in this Regulation. In the absence of such indication, records shall be kept for a minimum period of 5 years subject to applicable data protection law.

SECTION 3

Oversight, certification and enforcement

ARA.GEN.300 Oversight

a) CAO.IRI shall verify:

(1) compliance with the requirements applicable to organisations or persons prior to the issue of an organisation certificate, approval, FSTD qualification certificate or personnel licence, certificate, rating, or attestation, as applicable;

(2) continued compliance with the applicable requirements of organisations it has certified, of persons and of FSTD qualification certificate holders;

(3) implementation of appropriate safety measures mandated by the CAO.IRI as defined in ARA.GEN.135(c) and (d).

b) This verification shall:

(1) be supported by documentation specifically intended to provide personnel responsible for safety oversight with guidance to perform their functions;

(2) provide the persons and organisations concerned with the results of safety oversight activity;

(3) be based on audits and inspections, including ramp and unannounced inspections; and

(4) provide the CAO.IRI with the evidence needed in case further action is required, including the measures foreseen by ARA.GEN.350 and ARA.GEN.355.

c) The scope of oversight defined in (a) and (b) shall take into account the results of past oversight activities and the safety priorities.

d) Without prejudice to the competences of the CAO.IRI and to their obligations as set out in ARO.RAMP, the scope of the oversight of activities performed in the territory of The Islamic Republic of Iran by persons or organisations established or residing therein shall be determined on the basis of the safety priorities, as well as of past oversight activities.
e) Reserved.

f) CAO.IRI shall collect and process any information deemed useful for oversight, including for ramp and unannounced inspections.

**ARA.GEN.305 Oversight programme**

a) CAO.IRI shall establish and maintain an oversight programme covering the oversight activities required by ARA.GEN.300 and by ARO.RAMP.

b) For organisations certified by the CAO.IRI and FSTD qualification certificate holders, the oversight programme shall be developed taking into account the specific nature of the organisation, the complexity of its activities, the results of past certification and/or oversight activities and shall be based on the assessment of associated risks. It shall include within each oversight planning cycle:

1. audits and inspections, including ramp and unannounced inspections as appropriate; and
2. meetings convened between the accountable manager and the CAO.IRI to ensure both remain informed of significant issues.

c) For organisations certified by the CAO.IRI and FSTD qualification certificate holders an oversight planning cycle not exceeding 24 months shall be applied.

The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation or the FSTD qualification certificate holder has decreased.

The oversight planning cycle may be extended to a maximum of 36 months if CAO.IRI has established that, during the previous 24 months:

1. the organisation has demonstrated an effective identification of aviation safety hazards and management of associated risks;
2. the organisation has continuously demonstrated under ORA.GEN.130 that it has full control over all changes;
3. no level 1 findings have been issued; and
4. all corrective actions have been implemented within the time period accepted or extended by CAO.IRI as defined in ARA.GEN.350(d)(2).

The oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the above, the organisation has established, and the CAO.IRI has approved, an effective continuous reporting system to the CAO.IRI on the safety performance and regulatory compliance of the organisation itself.

(c1) Notwithstanding (c), for organisations only providing training towards the LAPL, PPL, SPL or BPL and associated ratings and certificates, an oversight planning cycle not exceeding 48 months shall be applied. The oversight planning cycle shall be reduced if there is evidence that the safety performance of the organisation holder has decreased.
The oversight planning cycle may be extended to a maximum of 72 months, if CAO.IRI has established that, during the previous 48 months:

1. the organisation has demonstrated an effective identification of aviation safety hazards and management of associated risks, as demonstrated by the results of the annual review in accordance with ORA.GEN.200(c);

2. the organisation has continuously maintained control over all changes in accordance with ORA.GEN.130 as demonstrated by the results of the annual review in accordance with ORA.GEN.200(c);

3. no level 1 findings have been issued; and

4. all corrective actions have been implemented within the time period accepted or extended by the CAO.IRI as defined in ARA.GEN.350(d)(2).

d) For persons holding a licence, certificate, rating, or attestation issued by CAO.IRI the oversight programme shall include inspections, including unannounced inspections, as appropriate.

e) The oversight programme shall include records of the dates when audits, inspections and meetings are due and when such audits, inspections and meetings have been carried out.

ARA.GEN.310 Initial certification procedure – organisations

a) Upon receiving an application for the initial issue of a certificate for an organisation, CAO.IRI shall verify the organisation’s compliance with the applicable requirements.

b) When satisfied that the organisation is in compliance with the applicable requirements, CAO.IRI shall issue the certificate(s), as established in Appendixes III and V to this Part. The certificate(s) shall be issued for an unlimited duration. The privileges and scope of the activities that the organisation is approved to conduct shall be specified in the terms of approval attached to the certificate(s).

c) To enable an organisation to implement changes without prior CAO.IRI approval in accordance with ORA.GEN.130, CAO.IRI shall approve the procedure submitted by the organisation defining the scope of such changes and describing how such changes will be managed and notified.

ARA.GEN.315 Procedure for issue, revalidation, renewal or change of licences, ratings, certificates or attestations – persons

a) Upon receiving an application for the issue, revalidation, renewal or change of a personal licence, rating, certificate or attestation and any supporting documentation, CAO.IRI shall verify whether the applicant meets the applicable requirements.

b) When satisfied that the applicant meets the applicable requirements, CAO.IRI shall issue, revalidate, renew or change the licence, certificate, rating, or attestation.
ARA.GEN.330 Changes – organisations

a) Upon receiving an application for a change that requires prior approval, CAO.IRI shall verify the organisation’s compliance with the applicable requirements before issuing the approval.

CAO.IRI shall prescribe the conditions under which the organisation may operate during the change, unless CAO.IRI determines that the organisation’s certificate needs to be suspended.

When satisfied that the organisation is in compliance with the applicable requirements, CAO.IRI shall approve the change.

b) Without prejudice to any additional enforcement measures, when the organisation implements changes requiring prior approval without having received CAO.IRI approval as defined in (a), CAO.IRI shall suspend, limit or revoke the organisation’s certificate.

c) For changes not requiring prior approval, CAO.IRI shall assess the information provided in the notification sent by the organisation in accordance with ORA.GEN.130 to verify compliance with the applicable requirements. In case of any non-compliance, CAO.IRI shall:

(1) notify the organisation about the non-compliance and request further changes; and
(2) in case of level 1 or level 2 findings, act in accordance with ARA.GEN.350.

ARA.GEN.350 Findings and corrective actions – organisations

a) CAO.IRI for oversight in accordance with ARA.GEN.300 (a) shall have a system to analyse findings for their safety significance.

b) A level 1 finding shall be issued by CAO.IRI when any significant non-compliance is detected with the applicable requirements of Regulation, with the organisation’s procedures and manuals or with the terms of an approval or certificate which lowers safety or seriously hazards flight safety.

The level 1 findings shall include:

(1) failure to give CAO.IRI access to the organisation’s facilities as defined in ORA.GEN.140 during normal operating hours and after two written requests;
(2) obtaining or maintaining the validity of the organisation certificate by falsification of submitted documentary evidence;
(3) evidence of malpractice or fraudulent use of the organisation certificate; and
(4) the lack of an accountable manager.
c) A level 2 finding shall be issued by CAO.IRI when any non-compliance is detected with 
the applicable requirements of Regulation, with the organisation’s procedures and 
manuals or with the terms of an approval or certificate which could lower safety or 
hazard flight safety.

d) When a finding is detected during oversight or by any other means, CAO.IRI shall, 
without prejudice to any additional action required by Regulation, communicate the 
finding to the organisation in writing and request corrective action to address the non-
compliance(s) identified. Where relevant, CAO.IRI shall inform the State in which the 
aircraft is registered.

(1) In the case of level 1 findings CAO.IRI shall take immediate and appropriate action 
to prohibit or limit activities and, if appropriate, it shall take action to revoke the 
certificate or specific approval or to limit or suspend it in whole or in part, depending 
upon the extent of the level 1 finding, until successful corrective action has been 
taken by the organisation.

(2) In the case of level 2 findings, CAO.IRI shall:

(i) grant the organisation a corrective action implementation period appropriate to 
the nature of the finding that in any case initially shall not be more than 3 months. 
At the end of this period, and subject to the nature of the finding, CAO.IRI may 
extend the 3-month period subject to a satisfactory corrective action plan agreed 
by CAO.IRI; and

(ii) assess the corrective action and implementation plan proposed by the 
organisation and, if the assessment concludes that they are sufficient to address 
the non-compliance(s), accept these.

(3) Where an organisation fails to submit an acceptable corrective action plan, or to 
perform the corrective action within the time period accepted or extended by 
CAO.IRI, the finding shall be raised to a level 1 finding and action taken as laid 
down in (d)(1).

(4) CAO.IRI shall record all findings it has raised or that have been communicated to it 
and, where applicable, the enforcement measures it has applied, as well as all 
corrective actions and date of action closure for findings.

e) Without prejudice to any additional enforcement measures, when the CAO.IRI acting 
under the provisions of ARA.GEN.300(d) identifies any non-compliance with the 
applicable requirements by an organisation certified by CAO.IRI or itself, it shall inform 
that CAO.IRI and provide an indication of the level of finding.
ARA.GEN.355 Findings and enforcement measures – persons

a) If, during oversight or by any other means, evidence is found by CAO.IRI that shows a non-compliance with the applicable requirements by a person holding a licence, certificate, rating or attestation issued in accordance with Regulation, CAO.IRI shall raise a finding, record it and communicate it in writing to the licence, certificate, rating or attestation holder.

b) When such finding is raised, CAO.IRI shall carry out an investigation. If the finding is confirmed, it shall:
   (1) limit, suspend or revoke the licence, certificate, rating or attestation as applicable, when a safety issue has been identified; and
   (2) take any further enforcement measures necessary to prevent the continuation of the non-compliance.

c) Where applicable, CAO.IRI shall inform the person or organisation that issued the medical certificate or attestation.

d) Without prejudice to any additional enforcement measures, when the CAO.IRI acting under the provisions of ARA.GEN.300(d) finds evidence showing a non-compliance with the applicable requirements by a person holding a licence, certificate, rating or attestation issued by CAO.IRI, it shall inform that CAO.IRI.

e) If, during oversight or by any other means, evidence is found showing a non-compliance with the applicable requirements by a person subject to the requirements laid down in Regulation and not holding a licence, certificate, rating or attestation issued in accordance with that Regulation, CAO.IRI that identified the non-compliance shall take any enforcement measures necessary to prevent the continuation of that non-compliance.

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**SUBPART FCL**

SPECIFIC REQUIREMENTS RELATING TO FLIGHT CREW LICENSING

**SECTION 1**

General

ARA.FCL.120 Record-keeping

In addition to the records required in ARA.GEN.220(a), CAO.IRI shall include in its system of record-keeping results of theoretical knowledge examinations and the assessments of pilots’ skills.
SECTION 2

Licences, ratings and certificates

ARA.FCL.200 Procedure for issue, revalidation or renewal of a licence, rating or certificate

a) Issue of licences and ratings. CAO.IRI shall issue a pilot licence and associated ratings, using the form as established in Appendix I to this Part.

b) Issue of instructor and examiner certificates. CAO.IRI shall issue an instructor or examiner certificate as:

   (1) an endorsement of the relevant privileges in the pilot licence as established in Appendix I to this Part; or

   (2) a separate document, in a form and manner specified by CAO.IRI.

c) Endorsement of licence by examiners. Before specifically authorising certain examiners to revalidate or renew ratings or certificates, CAO.IRI shall develop appropriate procedures.

d) Endorsement of licence by instructors. Before specifically authorising certain instructors to revalidate a single-engine piston or TMG class rating, CAO.IRI shall develop appropriate procedures.

ARA.FCL.205 Monitoring of examiners

a) CAO.IRI shall develop an oversight programme to monitor the conduct and performance of examiners taking into account:

   (1) the number of examiners it has certified; and

   (2) the number of examiners certified by other competent authorities exercising their privileges within the territory where CAO.IRI exercises oversight.

b) CAO.IRI shall maintain a list of examiners it has certified. The list shall state the privileges of the examiners and be published and kept updated by CAO.IRI.

c) CAO.IRI shall develop procedures to designate examiners for the conduct of skill tests.

ARA.FCL.210 Information for examiners

a) CAO.IRI shall notify the CAO.IRI of the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees applicable in its territory, which shall be used by examiners when conducting skill tests, proficiency checks or assessments of competence of an applicant for which CAO.IRI is not the same that issued the examiner’s certificate.
b) To facilitate dissemination and access to the information received from competent authorities under (a), the CAO.IRI shall publish this information according to a format prescribed by it.

c) CAO.IRI may provide examiners it has certified and examiners certified by other competent authorities exercising their privileges in their territory with safety criteria to be observed when skill tests and proficiency checks are conducted in an aircraft.

**ARA.FCL.215 Validity period**

a) When issuing or renewing a rating or certificate, CAO.IRI or, in the case of renewal, an examiner specifically authorised by CAO.IRI, shall extend the validity period until the end of the relevant month.

b) When revalidating a rating, an instructor or an examiner certificate, CAO.IRI, or an examiner specifically authorised by CAO.IRI, shall extend the validity period of the rating or certificate until the end of the relevant month.

c) CAO.IRI, or an examiner specifically authorised for that purpose by CAO.IRI, shall enter the expiry date on the licence or the certificate.

d) CAO.IRI may develop procedures to allow privileges to be exercised by the licence or certificate holder for a maximum period of 8 weeks after successful completion of the applicable examination(s), pending the endorsement on the licence or certificate.

**ARA.FCL.220 Procedure for the re-issue of a pilot licence**

a) CAO.IRI shall re-issue a licence whenever necessary for administrative reasons and:

   (1) after initial issue of a rating; or

   (2) when paragraph XII of the licence established in Appendix I to this Part is completed and no further spaces remain.

b) Only valid ratings and certificates shall be transferred to the new licence document.

**ARA.FCL.250 Limitation, suspension or revocation of licences, ratings and certificates**

a) CAO.IRI shall limit, suspend or revoke as applicable a pilot licence and associated ratings or certificates in accordance with ARA.GEN.355 in, but not limited to, the following circumstances:

   (1) obtaining the pilot licence, rating or certificate by falsification of submitted documentary evidence;

   (2) falsification of the logbook and licence or certificate records;

   (3) the licence holder no longer complies with the applicable requirements of Part-FCL;

   (4) exercising the privileges of a licence, rating or certificate when adversely affected by alcohol or drugs;

   (5) non-compliance with the applicable operational requirements;
(6) evidence of malpractice or fraudulent use of the certificate; or

(7) unacceptable performance in any phase of the flight examiner’s duties or responsibilities.

b) CAO.IRI may also limit, suspend or revoke a licence, rating or certificate upon the written request of the licence or certificate holder.

c) All skill tests, proficiency checks or assessments of competence conducted during suspension or after the revocation of an examiner’s certificate will be invalid.

SECTION 3

Theoretical knowledge examinations

ARA.FCL.300 Examination procedures

a) CAO.IRI shall put in place the necessary arrangements and procedures to allow applicants to undergo theoretical knowledge examinations in accordance with the applicable requirements of Part-FCL.

b) In the case of the ATPL, MPL, commercial pilot licence (CPL), PPL and instrument ratings, those procedures shall comply with all of the following:

(1) Examinations shall be done in written or computer-based form.

(2) Questions for an examination shall be selected by CAO.IRI, according to a common method which allows coverage of the entire syllabus in each subject, from the Central Question Bank (CQB). The CQB is a database of multiple choice questions held by the CAO.IRI.

(3) The examination in communications may be provided separately from those in other subjects. An applicant who has previously passed one or both of the examinations in visual flight rules (VFR) and instrument flight rules (IFR) communications shall not be re-examined in the relevant sections.

c) CAO.IRI shall inform applicants of the languages available for examinations.

d) CAO.IRI shall establish appropriate procedures to ensure the integrity of the examinations.

e) If CAO.IRI finds that the applicant is not complying with the examination procedures during the examination, this shall be assessed with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole.

f) CAO.IRI shall ban applicants who are proven to be cheating from taking any further examination for a period of at least 12 months from the date of the examination in which they were found cheating.
SUBPART CC

SPECIFIC REQUIREMENTS RELATING TO CABIN CREW

SECTION 1

Cabin crew attestations

ARA.CC.100 Procedures for cabin crew attestations

a) CAO.IRI shall establish procedures for the issue, record-keeping and oversight of cabin crew attestations in accordance with ARA.GEN.315, ARA.GEN.220 and ARA.GEN.300 respectively.

b) Cabin crew attestations shall be issued, using the format and specifications established in Appendix II to this Part,

either

(1) by CAO.IRI;

and/or, if so decided by the CAO.IRI

(2) by an organisation approved to do so by CAO.IRI.

c) CAO.IRI shall make publicly available:

(1) which body(ies) issue cabin crew attestations in their territory; and

(2) if organisations are approved to do so, the list of such organisations.

ARA.CC.105 Suspension or revocation of cabin crew attestations

CAO.IRI shall take measures in accordance with ARA.GEN.355, including the suspension or revocation of a cabin crew attestation, at least in the following cases:

a) non-compliance with Part-CC or with the applicable requirements of Part-ORO and Part-CAT, where a safety issue has been identified;

b) obtaining or maintaining the validity of the cabin crew attestation by falsification of submitted documentary evidence;

c) exercising the privileges of the cabin crew attestation when adversely affected by alcohol or drugs; and

d) evidence of malpractice or fraudulent use of the cabin crew attestation.
Organisations providing cabin crew training or issuing cabin crew attestations

ARA.CC.200 Approval of organisations to provide cabin crew training or to issue cabin crew attestations

a) Before issuing an approval to a training organisation or a commercial air transport operator to provide cabin crew training, CAO.IRI shall verify that:

(1) the conduct, the syllabi and associated programmes of the training courses provided by the organisation comply with the relevant requirements of Part-CC;

(2) the training devices used by the organisation realistically represent the passenger compartment environment of the aircraft type(s) and the technical characteristics of the equipment to be operated by the cabin crew; and

(3) the trainers and instructors conducting the training sessions are suitably experienced and qualified in the training subject covered.

b) If in the I.R.IRAN, organisation may be approved to issue cabin crew attestations, CAO.IRI shall only grant such approvals to organisations complying with the requirements in (a). Before granting such an approval, CAO.IRI shall:

(1) assess the capability and accountability of the organisation to perform the related tasks;

(2) ensure that the organisation has established documented procedures for the performance of the related tasks, including for the conduct of examination(s) by personnel who are qualified for this purpose and free from conflict of interest, and for the issue of cabin crew attestations in accordance with ARA.GEN.315 and ARA.CC.100(b); and

(3) require the organisation to provide information and documentation related to the cabin crew attestations it issues and their holders, as relevant for CAO.IRI to conduct its record-keeping, oversight and enforcement tasks.
PART ARA CAO.IRI Air Crew Regulation

SUBPART ATO

SPECIFIC REQUIREMENTS RELATED TO APPROVED TRAINING ORGANISATIONS (ATOs)

SECTION 1

General

ARA.ATO.105 Oversight Programme

The oversight programme for ATOs shall include the monitoring of course standards, including the sampling of training flights with students, if appropriate to the aircraft used.

ARA.ATO.120 Record-keeping

In addition to the records required in ARA.GEN.220, CAO.IRI shall include in its system of record-keeping details of courses provided by the ATO, and if applicable, records relating to FSTDs used for training.

SUBPART FSTD

SPECIFIC REQUIREMENTS RELATED TO THE QUALIFICATION OF FLIGHT SIMULATION TRAINING DEVICES (FSTDs)

SECTION 1

General

ARA.FSTD.100 Initial evaluation procedure

a) Upon receiving an application for an FSTD qualification certificate, CAO.IRI shall:

(1) evaluate the FSTD submitted for initial evaluation or for upgrading against the applicable qualification basis;

(2) assess the FSTD in those areas that are essential to completing the flight crew member training, testing and checking process, as applicable;

(3) conduct objective, subjective and functions tests in accordance with the qualification basis and review the results of such tests to establish the qualification test guide (QTG); and
(4) verify if the organisation operating the FSTD is in compliance with the applicable requirements. This does not apply to the initial evaluation of basic instrument training devices (BITDs).

b) CAO.IRI shall only approve the QTG after completion of the initial evaluation of the FSTD and when all discrepancies in the QTG have been addressed to the satisfaction of CAO.IRI. The QTG resulting from the initial evaluation procedure shall be the master QTG (MQTG), which shall be the basis for the FSTD qualification and subsequent recurrent FSTD evaluations.

c) Qualification basis and special conditions.

(1) CAO.IRI may prescribe special conditions for the FSTD qualification basis when the requirements of ORA.FSTD.210(a) are met and when it is demonstrated that the special conditions ensure an equivalent level of safety to that established in the applicable certification specification.

(2) When CAO.IRI, if other than the CAO.IRI, has established special conditions for the qualification basis of an FSTD, it shall without undue delay notify the CAO.IRI thereof. The notification shall be accompanied by a full description of the special conditions prescribed, and a safety assessment demonstrating that an equivalent level of safety to that established in the applicable Certification Specification is met.

ARA.FSTD.110 Issue of an FSTD qualification certificate

a) After completion of an evaluation of the FSTD and when satisfied that the FSTD meets the applicable qualification basis in accordance with ORA.FSTD.210 and that the organisation operating it meets the applicable requirements to maintain the qualification of the FSTD in accordance with ORA.FSTD.100, CAO.IRI shall issue the FSTD qualification certificate of unlimited duration, using the form as established in Appendix IV to this Part.

ARA.FSTD.115 Interim FSTD qualification

a) In the case of the introduction of new aircraft programmes, when compliance with the requirements established in this Subpart for FSTD qualification is not possible, CAO.IRI may issue an interim FSTD qualification level.

b) For full flight simulators (FFS) an interim qualification level shall only be granted at level A, B or C.

c) This interim qualification level shall be valid until a final qualification level can be issued and, in any case, shall not exceed 3 years.

ARA.FSTD.120 Continuation of an FSTD qualification

a) CAO.IRI shall continuously monitor the organisation operating the FSTD to verify that:

(1) the complete set of tests in the MQTG is rerun progressively over a 12-month period;
(2) the results of recurrent evaluations continue to comply with the qualification standards and are dated and retained; and

(3) a configuration control system is in place to ensure the continued integrity of the hardware and software of the qualified FSTD.

b) CAO.IRI shall conduct recurrent evaluations of the FSTD in accordance with the procedures detailed in ARA.FSTD.100. These evaluations shall take place:

(1) every year, in the case of a full flight simulator (FFS), flight training device (FTD) or flight and navigation procedures trainer (FNPT); the start for each recurrent 12-month period is the date of the initial qualification. The FSTD recurrent evaluation shall take place within the 60 days prior to the end of this 12-month recurrent evaluation period;

(2) every 3 years, in the case of a BITD.

**ARA.FSTD.130 Changes**

a) Upon receipt of an application for any changes to the FSTD qualification certificate, CAO.IRI shall comply with the applicable elements of the initial evaluation procedure requirements as described in ARA.FSTD.100(a) and (b).

b) CAO.IRI may complete a special evaluation following major changes or when an FSTD appears not to be performing at its initial qualification level.

c) CAO.IRI shall always conduct a special evaluation before granting a higher level of qualification to the FSTD.

**ARA.FSTD.135 Findings and corrective actions – FSTD qualification certificate**

CAO.IRI shall limit, suspend or revoke, as applicable, an FSTD qualification certificate in accordance with ARA.GEN.350 in, but not limited to, the following circumstances:

a) obtaining the FSTD qualification certificate by falsification of submitted documentary evidence;

b) the organisation operating the FSTD can no longer demonstrate that the FSTD complies with its qualification basis; or

c) the organisation operating the FSTD no longer complies with the applicable requirements of Part-ORA.

**ARA.FSTD.140 Record keeping**

In addition to the records required in ARA.GEN.220, CAO.IRI shall keep and update a list of the qualified FSTDs under its supervision, the dates when evaluations are due and when such evaluations were carried out.
**SUBPART AeMC**

**SPECIFIC REQUIREMENTS RELATING TO AERO-MEDICAL CENTRES**

(AeMCs)

**SECTION 1**

**General**

ARA.AeMC.110 Initial certification procedure

The certification procedure for an AeMC shall follow the provisions laid down in ARA.GEN.310.

ARA.AeMC.150 Findings and corrective actions – AeMC

Without prejudice to ARA.GEN.350, level 1 findings include, but are not limited to, the following:

a) failure to nominate a head of the AeMC;

b) failure to ensure medical confidentiality of aero-medical records; and

c) failure to provide CAO.IRI with the medical and statistical data for oversight purposes.

**SUBPART MED**

**SPECIFIC REQUIREMENTS RELATING TO AERO-MEDICAL CERTIFICATION**

**SECTION 1**

**General**

ARA.MED.120 Medical assessors

CAO.IRI shall appoint one or more medical assessor(s) to undertake the tasks described in this Section. The medical assessor shall be licensed and qualified in medicine and have:

a) postgraduate work experience in medicine of at least 5 years;

b) specific knowledge and experience in aviation medicine; and

c) specific training in medical certification.
ARA.MED.125 Referral to the licensing authority

When an AeMC, or aero-medical examiner (AME) has referred the decision on the fitness of an applicant to the licensing authority:

a) the medical assessor or medical staff designated by CAO.IRI shall evaluate the relevant medical documentation and request further medical documentation, examinations and tests where necessary; and

b) the medical assessor shall determine the applicant’s fitness for the issue of a medical certificate with one or more limitation(s) as necessary.

ARA.MED.130 Medical certificate format

The medical certificate shall conform to the following specifications:

a) Content
   (1) State where the pilot licence has been issued or applied for (I),
   (2) Class of medical certificate (II),
   (3) Certificate number commencing with the UN country code of the State where the pilot licence has been issued or applied for and followed by a code of numbers and/or letters in Arabic numerals and latin script (III),
   (4) Name of holder (IV),
   (5) Nationality of holder (VI),
   (6) Date of birth of holder: (dd/mm/yyyy) (XIV),
   (7) Signature of holder (VII),
   (8) Limitation(s) (XIII),
   (9) Expiry date of the medical certificate (IX) for:
      (i) Class 1 single pilot commercial operations carrying passengers,
      (ii) Class 1 other commercial operations,
      (iii) Class 2,
      (iv) LAPL
   (10) Date of medical examination
   (11) Date of last electrocardiogram
   (12) Date of last audiogram
   (13) Date of issue and signature of the AME or medical assessor that issued the certificate. GMP may be added to this field if they have the competence to issue medical certificates under the national law of the Islamic Republic of Iran where the licence is issued.
(14) Seal or stamp (XI)

b) Material: Except for the case of LAPL issued by a GMP the paper or other material used shall prevent or readily show any alterations or erasures. Any entries or deletions to the form shall be clearly authorised by the licensing authority.

c) Language: Certificates shall be written in the national language(s) and in English and such other languages as the licensing authority deems appropriate.

d) All dates on the medical certificate shall be written in a dd/mm/yyyy format.

ARA.MED.135 Aero-medical forms

CAO.IRI shall use forms for:

a) the application form for a medical certificate;

b) the examination report form for class 1 and class 2 applicants; and

c) the examination report form for light aircraft pilot licence (LAPL) applicants.

ARA.MED.145 GMP notification to CAO.IRI

CAO.IRI, when applicable, shall establish a notification process for general medical practitioners (GMPs) to ensure that the GMP is aware of the medical requirements laid down in MED.B.095.

ARA.MED.150 Record-keeping

a) In addition to the records required in ARA.GEN.220, CAO.IRI shall include in its system of record-keeping details of aero-medical examinations and assessments submitted by AMEs, AeMCs or GMPs.

b) All aero-medical records of licence holders shall be kept for a minimum period of 10 years after the expiry of their last medical certificate.

c) For the purpose of aero-medical assessments and standardisation, aero-medical records shall be made available after written consent of the applicant/licence holder to:

(1) an AeMC, AME or GMP for the purpose of completion of an aero-medical assessment;

(2) a medical review board that may be established by CAO.IRI for secondary review of borderline cases;

(3) relevant medical specialists for the purpose of completion of an aero-medical assessment;

(4) the medical assessor of CAO.IRI of the Islamic Republic of Iran for the purpose of cooperative oversight;

(5) the applicant/licence holder concerned upon their written request; and
(6) after disidentification of the applicant/licence holder to the CAO.IRI for standardisation purposes.

d) CAO.IRI may make aero-medical records available for other purposes than those mentioned in (c) in accordance with Directive 95/46/EC as implemented under national law.

e) CAO.IRI shall maintain lists:

   (1) of all AMEs that hold a valid certificate issued by that authority; and

   (2) where applicable, of all GMPs acting as AMEs on their territory.

These lists shall be disclosed to other States and the CAO.IRI upon request.

SECTION 2

Aero-medical examiners (AMEs)

ARA.MED.200 Procedure for the issue, revalidation, renewal or change of an AME certificate

a) The certification procedure for an AME shall follow the provisions laid down in ARA.GEN.315. Before issuing the certificate, CAO.IRI shall have evidence that the AME practice is fully equipped to perform aero-medical examinations within the scope of the AME certificate applied for.

b) When satisfied that the AME is in compliance with the applicable requirements, CAO.IRI shall issue, revalidate, renew or change the AME certificate for a period not exceeding 3 years, using the form established in appendix VII to this Part.

ARA.MED.245 Continuing oversight of AMEs and GMPs

When developing the continuing oversight programme referred to in ARA.GEN.305, CAO.IRI shall take into account the number of AMEs and GMPs exercising their privileges within the territory where CAO.IRI exercises oversight.

ARA.MED.250 Limitation, suspension or revocation of an AME certificate

a) CAO.IRI shall limit, suspend or revoke an AME certificate in cases where:

   (1) the AME no longer complies with applicable requirements;

   (2) failure to meet the criteria for certification or continuing certification;

   (3) deficiency of aero-medical record-keeping or submission of incorrect data or information;

   (4) falsification of medical records, certificates or documentation;
(5) concealment of facts appertaining to an application for, or holder of, a medical certificate or false or fraudulent statements or representations to CAO.IRI;

(6) failure to correct findings from audit of the AME practice; and

(7) at the request of the certified AME.

b) The certificate of an AME shall be automatically revoked in either of the following circumstances:

(1) revocation of medical licence to practice; or

(2) removal from the Medical Register.

ARA.MED.255 Enforcement measures

If, during oversight or by any other means, evidence is found showing a non-compliance of an AeMC, an AME or a GMP, the licensing authority shall have a process to review the medical certificates issued by that AeMC, AME or GMP and may render them invalid where required to ensure flight safety.

SECTION 3

Medical certification

ARA.MED.315 Review of examination reports

The licensing authority shall have a process in place to:

a) review examination and assessment reports received from the AeMCs, AMEs and GMPs and inform them of any inconsistencies, mistakes or errors made in the assessment process; and

b) assist AMEs and AeMCs on their request regarding their decision on aero-medical fitness in contentious cases.

ARA.MED.325 Secondary review procedure

CAO.IRI shall establish a procedure for the review of borderline and contentious cases with independent medical advisors, experienced in the practice of aviation medicine, to consider and advise on an applicant’s fitness for medical certification.

ARA.MED.330 Special medical circumstances

a) When new medical technology, medication or procedures are identified that may justify a fit assessment of applicants otherwise not in compliance with the requirements, research may be carried out to gather evidence on the safe exercise of the privileges of the licence.
b) In order to undertake research, CAO.IRI, may develop and evaluate a medical assessment protocol based on which CAO.IRI may issue a defined number of pilot medical certificates with appropriate limitations.

c) AeMCs and AMEs may only issue medical certificates on the basis of a research protocol if instructed to do so by CAO.IRI.

d) The protocol shall include as a minimum:

1. a risk assessment;
2. a literature review and evaluation to provide evidence that issuing a medical certificate based on the research protocol would not jeopardise the safe exercise of the privileges of the licence;
3. detailed selection criteria for pilots to be admitted to the protocol;
4. the limitations that will be endorsed on the medical certificate;
5. the monitoring procedures to be implemented by the competent authorities concerned;
6. the determination of end points for terminating the protocol.

e) The protocol shall be compliant with relevant ethical principles.

f) The exercise of licence privileges by licence holders with a medical certificate issued on the basis of the protocol shall be restricted to flights in aircraft registered in I.R.IRAN. This restriction shall be indicated on the medical certificate.

g) The CAO.IRI shall:

1. provide the AeMCs and AMEs within their jurisdiction with details of the protocol before implementation for their information.
Appendix I to PART-ARA

Flight Crew Licence

The flight crew licence issued by CAO.IRI in accordance with Part-FCL shall conform to the following specifications:

(a) Content. The item number shown shall always be printed in association with the item heading. Items I to XI are the “permanent” items and items XII to XIV are the “variable” items which may appear on a separate or detachable part of 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 of the licence commencing with the UN country code of the State of licence issue and followed by “FCL” and a code of numbers and/or letters in Arabic numerals and in Latin script;

(IV) name of holder (in Latin script, even if the script of the national language(s) is other than Latin);

(IVa) date of birth;

(V) holder's address;

(VI) nationality of holder;

(VII) signature of holder;

(VIII) CAO.IRI 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; and

(XI) seal or stamp of CAO.IRI.

(2) Variable items:

(XII) ratings and certificates: class, type, instructor certificates, 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, including endorsements of language proficiency, ratings for Part II aircraft when used for commercial air transportation; and

(XIV) any other details required by CAO.IRI (e.g. place of birth/place of origin).
(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 CAO.IRI.

(c) Language. Licences shall be written in the national language(s) and in English and such other languages as CAO.IRI deems appropriate.

COVER PAGE

Competent authority name and logo
(English and any language(s) determined by the competent authority)

EUROPEAN UNION
(English only)

FLIGHT CREW LICENCE
(English and any language(s) determined by the competent authority)

Issued in accordance with Part-FCL
This licence complies with ICAO standards, except for the LAPL and EIR privileges
(English and any language(s) determined by the competent authority)

EASA Form 111 Issue 2

Requirements

"European Union" to be deleted for non-EU Member States

Size of each page shall be one eighth A4
### Page 2

<table>
<thead>
<tr>
<th>I</th>
<th>State of issue</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>III</td>
<td>Licence number</td>
<td>Serial number of the licence will always commence with the UN country code of the State of licence issue followed by “FCL”.</td>
</tr>
<tr>
<td>IV</td>
<td>Last and first name of holder</td>
<td></td>
</tr>
<tr>
<td>IVa</td>
<td>Date of birth (see instructions)</td>
<td>Standard date format is to be used, dd/mm/yyyy in full.</td>
</tr>
<tr>
<td>XIV</td>
<td>Place of birth</td>
<td></td>
</tr>
<tr>
<td>V</td>
<td>Address of holder: Street, town, area, postal code</td>
<td></td>
</tr>
<tr>
<td>VI</td>
<td>Nationality</td>
<td></td>
</tr>
<tr>
<td>VII</td>
<td>Signature of holder</td>
<td></td>
</tr>
<tr>
<td>VIII</td>
<td>Issuing competent authority; E.g. This CPL(A) has been issued on the basis of an ATPL issued by .......... (third country) .........</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>Signature of issuing officer and date</td>
<td></td>
</tr>
<tr>
<td>XI</td>
<td>Seal or stamp of issuing competent authority</td>
<td></td>
</tr>
</tbody>
</table>

### Page 3

<table>
<thead>
<tr>
<th>II</th>
<th>Title of the licence, date of initial issue and country code</th>
<th>Abbreviations used will be as used in Part-FCL (e.g. FPL(H), ATPL(A), etc.) Standard date format is to be used, dd/mm/yyyy in full.</th>
</tr>
</thead>
<tbody>
<tr>
<td>IX</td>
<td>Validity: The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. A document containing a photo shall be carried for the purposes of identification of the licence holder.</td>
<td>This document is not specified, but a passport would suffice when outside the State of licence issue.</td>
</tr>
<tr>
<td>XII</td>
<td>Radiotelephony privileges: The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in ......................... (specify the language(s)).</td>
<td></td>
</tr>
<tr>
<td>XIII</td>
<td>Remarks: Language Proficiency:</td>
<td>All additional licensing information required and privileges established by ICAO, EC or EU Directives/Regulations to be entered here. Language proficiency endorsement(s), level and validity date shall be included. In case of LAPL, LAPL not issued in accordance with ICAO standards</td>
</tr>
</tbody>
</table>

**Additional pages — Requirements:**

Pages 1, 2, and 3 of the licence shall be in accordance with the format laid down in the model in this point. CAO.IRI shall include additional customized pages containing tables which shall contain at least the following information:
—Ratings, certificates, endorsements and privileges;

—Expiry dates of the ratings, the instructor and examiner certificate privileges;

—Dates of the test or check;

—Remarks and restrictions (operational limitations);

—Fields for the examiner and/or instructor certificate number and signature, as applicable;

—Abbreviations.

These additional pages are intended for use by CAO.IRI, or by specifically authorised instructors or examiners.

Initial issues of ratings or certificates shall be entered by CAO.IRI. Revalidation or renewal of ratings or certificates may be entered by CAO.IRI or by specifically authorised instructors or examiners.

Operational limitations shall be entered in “Remarks and Restrictions” against the appropriate restricted privilege, e.g. IR skill test taken with co-pilot, restricted instruction privileges to 1 aircraft type. Ratings that are not validated may be removed from the licence by CAO.IRI.
Appendix II to PART-ARA

Standard format for cabin crew attestations

Cabin crew attestations issued in accordance with Part-CC in CAO.IRI shall conform to the following specifications:

1. CABIN CREW ATTESTATION
   Issued in accordance with Part-CC

   2. Reference number:
   3. State of issue:
   4. Full name of holder:
   5. Date and place of birth:
   6. Nationality:
   7. Signature of holder:
   8. Competent authority:
   9. Issuing body: Official seal, Stamp or Logo
   10. Signature of issuing officer:
   11. Date of issue:
   12. The holder may only exercise the privileges to act as cabin crew on aircraft engaged in commercial air transport operations if he/she complies with the requirements in Part-CC for continuous fitness and valid aircraft type qualifications.

Instructions:

(a) The cabin crew attestation shall include all items specified in CAO.IRI Form 142 in accordance with items 1 - 12 as listed and described below.

(b) Size shall be either 105mm × 74mm (one-eighth A4) or 85mm × 54mm, and the material used shall prevent or readily show any alterations or erasures.

(c) The document shall be printed in English and such other languages as CAO.IRI deems appropriate.

(d) The document shall be issued by CAO.IRI or by an organisation approved to issue cabin crew attestations. In that latter case reference to the approval by CAO.IRI shall be stated.

Item 1: The title "CABIN CREW ATTESTATION" and the reference to Part-CC.
Item 2: Attestation reference number shall commence with the UN country code of the State followed by at least the two last numbers of the year of issue and an individual reference/number according to a code established by CAO.IRI (e.g. BE-08-xxxx).

Item 3: The State where the attestation is issued.

Item 4: The full name (surname and first name) stated in the official identity document of the holder.

Items 5 and 6: Date and place of birth as well as nationality as stated in the official identity document of the holder.

Item 7: The signature of the holder.

Item 8: Identification details of CAO.IRI where the attestation is issued shall be entered and shall provide the full name of CAO.IRI, postal address, and official seal, stamp or logo as applicable.

Item 9: If CAO.IRI is the issuing body, the term “CAO.IRI” and official seal, stamp or logo shall be entered. In this case only, CAO.IRI may determine if its official seal, stamp or logo shall also be entered under Item 8.

In the case of an approved organisation, identification details shall be entered and shall at least provide the full name of the organisation, postal address and if applicable, the logo and:

(a) in the case of a commercial air transport operator, the air operator certificate (AOC) number and detailed reference to the approvals by CAO.IRI to provide cabin crew training and to issue attestations; or

(b) in the case of an approved training organisation, the reference number of the relevant approval by CAO.IRI.

Item 10: The signature of the officer acting on behalf of the issuing body.

Item 11: Standard date format shall be used: i.e. day/month/year in full (e.g. 22/02/2008).

Item 12: The same sentence in English and its full and precise translation into such other languages as CAO.IRI deems appropriate.
Appendix III to PART-ARA

CERTIFICATE FOR APPROVED TRAINING ORGANISATIONS (ATOs)

Islamic Republic of IRAN CAO.IRI

APPROVED TRAINING ORGANISATION CERTIFICATE

[CERTIFICATE NUMBER/REFERENCE]

Pursuant to CAO.IRI Part Aircrew Regulation and subject to the conditions specified below, the [CAO.IRI] hereby certifies

(NAME OF THE TRAINING ORGANISATION)

[ADDRESS OF THE TRAINING ORGANISATION]

as a Part-ORA certified training organisation with the privilege to provide Part-FCL training courses, including the use of FSTDs, as listed in the attached training course approval.

CONDITIONS:

This certificate is limited to the privileges and the scope of providing the training courses, including the use of FSTDs, as listed in the attached training course approval.

This certificate is valid whilst the approved organisation remains in compliance with Part-ORA, Part-FCL and other applicable regulations.

Subject to compliance with the foregoing conditions, this certificate shall remain valid unless the certificate has been surrendered, superseded, limited, suspended or revoked.

Date of issue:

Signed:

[CAO.IRI]

FORM 143 Issue 1 – page ½
### APPROVED TRAINING ORGANISATION CERTIFICATE

**TRAINING COURSE APPROVAL**

Attachment to ATO Certificate Number:

[CERTIFICATE NUMBER/REFERENCE]

**[NAME OF THE TRAINING ORGANISATION]**

has obtained the privilege to provide and conduct the following Part-FCL training courses and to use the following FSTO(s):

<table>
<thead>
<tr>
<th>Training course</th>
<th>Used FSTO(s), including letter code(*)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

(*) As indicated on the qualification certificate.

This training course approval is valid as long as:

(a) the ATO certificate has not been surrendered, superseded, limited, suspended or revoked; and

(b) all operations are conducted in compliance with Part-ORA, Part-FCL, other applicable regulations, and, when relevant, with the procedures in the organisation's documentation as required by Part-ORA.

Date of issue:

Signed: [Competent Authority]

For the Member State/EASA

EASA FORM 143 Issue 1 – page 2/2
Introduction

Form 145 shall be used for the FSTD qualification certificate. This document shall contain the FSTD Specification including any limitation(s) and special authorisation(s) or approval(s) as appropriate to the FSTD concerned. The qualification certificate shall be printed in English and in any other language(s) determined by CAO.IRI.

Convertible FSTDs shall have a separate qualification certificate for each aircraft type. Different engine and equipment fit on one FSTD shall not require separate qualification certificates. All qualification certificates shall carry a serial number prefixed by a code in letters, which shall be specific to that FSTD. The letter code shall be specific to CAO.IRI of issue.
FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE

REFERENCE:

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the [competent authority] hereby certifies that

FSTD [TYPE AND LETTER CODE]
located at [NAME and ADDRESS OF THE ORGANISATION]

has satisfied the qualification requirements prescribed in Part-OR, subject to the conditions of the attached FSTD specification.

This qualification certificate shall remain valid subject to the FSTD and the holder of the qualification certificate remaining in compliance with the applicable requirements of Part-OR, unless it has been surrendered, superseded, suspended or revoked.

Date of issue: ........................................................................................................................................................................................................................................................................................................

Signed: ........................................................................................................................................................................................................................................................................................................

(*) "European Union" to be deleted for non-EU Member States.

EASA Form 145 Issue 1 – page 1/2
PART ARA CAO.IRI Air Crew Regulation

[competent authority]
FSTD QUALIFICATION CERTIFICATE: [Reference]
FSTD SPECIFICATIONS

A. Type or variant of aircraft:
B. FSTD qualification level:
C. Primary reference document:
D. Visual system:
E. Motion system:
F. Engine fit:
G. Instrument fit:
H. ACAS fit:
I. Windshear:
J. Additional capabilities:
K. Restrictions or limitations:

L. Guidance information for training, testing and checking considerations

<table>
<thead>
<tr>
<th>CAT I</th>
<th>RVR</th>
<th>m</th>
<th>DH</th>
<th>ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT II</td>
<td>RVR</td>
<td>m</td>
<td>DH</td>
<td>ft</td>
</tr>
<tr>
<td>CAT III</td>
<td>RVR</td>
<td>m</td>
<td>DH</td>
<td>ft</td>
</tr>
</tbody>
</table>

(lowest minimum)

LVTO

Recency

IFR-training/check.

Type rating

Proficiency checks

Autocoupled approach

Autoland/roll out guidance

ACAS III

Windshear warning system/predictive windshear

WX-radar

HUD/HUGS

FANS

GPWS/EGPWS

ETOPS capability

GPS

Other

Date of issue: ........................................................................................................................................

Signed: ........................................................................................................................................

For the Member State/EASA
EASA Form 146 Issue 1 – page 2/2
Appendix V to PART-ARA

Certificate for Aeromedical Centres (AeMCs)

CERTIFICATE FOR AERO-MEDICAL CENTRES (AeMCs)

European Union (1)
Competent Authority

AERO-MEDICAL CENTRE CERTIFICATE

REFERENCE:
Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the [competent authority] hereby certifies

NAME OF THE ORGANISATION]
[ADDRESS OF THE ORGANISATION]

as a Part-ORA certified Aero-medical centre with the privileges and the scope of activities as listed in the attached terms of approval.

CONDITIONS:
1. This certificate is limited to that specified in the scope of approval section of the approved organisation manual;
2. This certificate requires compliance with the procedures specified in the organisation documentation as required by Part-ORA;
3. This certificate shall remain valid subject to compliance with the requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

Date of issue .................................................................................. Signed: .................................................................

(1) 'European Union' to be deleted for non-EU Member States
EASA Form 146 Issue 1'
Appendix VI to PART-ARA

(BLANK PAGE)
Appendix VII to PART-ARA

Certificate for Aeromedical Examiners (AMEs)

CERTIFICATE FOR AERO-MEDICAL EXAMINERS (AMEs)

European Union (*)
Competent Authority

AERO-MEDICAL EXAMINER CERTIFICATE

CERTIFICATE NUMBER/REFERENCE:

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the [competent authority] hereby certifies:

[NAME OF THE AERO-MEDICAL EXAMINER]

[ADDRESS OF THE AERO-MEDICAL EXAMINER]

as aero-medical examiner:

CONDITIONS:

1. This certificate is limited to the privileges specified in the attachment to this AME certificate;

2. This certificate requires compliance with the implementing rules and procedures specified in Part-MED.

3. This certificate shall remain valid for a period of 3 years until [xx/yy/zzzz (**)] subject to compliance with the requirements of Part-MED unless it has been surrendered, superseded, suspended or revoked.

Date of issue: xx/yy/zzzz

Signature: [Competent Authority]

(*) ‘European Union’ to be deleted for non-EU Member States
(**) Expiry date: day/month/year

EASA Form 148 Issue 1
AERO-MEDICAL EXAMINER CERTIFICATE

Attachment to AME certificate number:

PRIVILEGES AND SCOPE

[Name and academic title of the aero-medical examiner] has obtained the privilege(s) to undertake aero-medical examinations and assessments for the issuance of medical certificates as stated in the table below and to issue these medical certificates for:

<table>
<thead>
<tr>
<th>Privilege</th>
<th>Yes/No</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAPL</td>
<td>[yes/date]</td>
<td></td>
</tr>
<tr>
<td>Class 2</td>
<td>[yes/date]</td>
<td></td>
</tr>
<tr>
<td>Class 1 revalidation/renewal</td>
<td>[yes/date]/[no]</td>
<td></td>
</tr>
</tbody>
</table>

Date of issue: xx/yy/zzzz

Signature: [Competent Authority]
PART ORA
ORGANISATION REQUIREMENTS FOR AIRCREW

SUBPART GEN
GENERAL REQUIREMENTS

SECTION 1
General

ORA.GEN.105 Competent authority

For the purpose of this Part, competent authority shall be CAO.IRI

ORA.GEN.115 Application for an organisation certificate

a) The application for an organisation certificate or an amendment to an existing certificate shall be made in a form and manner established by CAO.IRI, taking into account the applicable requirements.

b) Applicants for an initial certificate shall provide CAO.IRI with documentation demonstrating how they will comply with the requirements. Such documentation shall include a procedure describing how changes not requiring prior approval will be managed and notified to CAO.IRI.

ORA.GEN.120 Means of compliance

a) Alternative means of compliance to the AMC adopted by the CAO.IRI may be used by an organisation to establish compliance with requirements.

b) When an organisation wishes to use an alternative means of compliance, it shall, prior to implementing it, provide CAO.IRI with a full description of the alternative means of compliance. The description shall include any revisions to manuals or procedures that may be relevant, as well as an assessment demonstrating that Regulations and requirements its Implementing Rules are met.

The organisation may implement these alternative means of compliance subject to prior approval by CAO.IRI and upon receipt of the notification.
ORA.GEN.125 Terms of approval and privileges of an organisation

A certified organisation shall comply with the scope and privileges defined in the terms of approval attached to the organisation’s certificate.

ORA.GEN.130 Changes to organisations

Any change affecting:

the scope of the certificate or the terms of approval of an organisation; or

any of the elements of the organisation’s management system as required in ORA.GEN.200 (a)(1) and (a)(2),

shall require prior approval by CAO.IRI.

c) For any changes requiring prior approval in accordance with requirements, the organisation shall apply for and obtain an approval issued by CAO.IRI. The application shall be submitted before any such change takes place, in order to enable CAO.IRI to determine continued compliance with requirements and to amend, if necessary, the organisation certificate and related terms of approval attached to it.

The organisation shall provide CAO.IRI with any relevant documentation.

The change shall only be implemented upon receipt of formal approval by CAO.IRI.

The organisation shall operate under the conditions prescribed by CAO.IRI during such changes, as applicable.

d) All changes not requiring prior approval shall be managed and notified to the CAO.IRI as defined in the procedure approved by the CAO.IRI.

ORA.GEN.135 Continued validity

a) The organisation’s certificate shall remain valid subject to:

(1) the organisation remaining in compliance with the relevant requirements, taking into account the provisions related to the handling of findings as specified under ORA.GEN.150;

(2) CAO.IRI being granted access to the organisation as defined in ORA.GEN.140 to determine continued compliance with the relevant requirements; and

(3) the certificate not being surrendered or revoked.

b) Upon revocation or surrender the certificate shall be returned to the CAO.IRI without delay.

ORA.GEN.140 Access

For the purpose of determining compliance with the relevant requirements the organisation shall grant access to any facility, aircraft, document, records, data, procedures or any other
material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by:

c) CAO.IRI defined in ORA.GEN.105; or
d) the organization acting under the CAO.IRI Ramp Inspection Procedure.

ORA.GEN.150 Findings

After receipt of notification of findings, the organisation shall:

a) identify the root cause of the non-compliance;

b) define a corrective action plan; and

c) demonstrate corrective action implementation to the satisfaction of the CAO.IRI within a period agreed with that authority as defined in ARA.GEN.350(d).

ORA.GEN.155 Immediate reaction to a safety problem

The organisation shall implement:

a) any safety measures mandated by the CAO.IRI in accordance with ARA.GEN.135(c); and

b) any relevant mandatory safety information issued by the CAO.IRI, including airworthiness directives.

ORA.GEN.160 Occurrence reporting

a) The organisation shall report to the CAO.IRI, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in CAO.IRI requirements.

b) Without prejudice to paragraph (a) the organisation shall report to CAO.IRI and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations and any occurrence that would highlight inaccurate, incomplete or ambiguous information contained in the operational suitability data established in accordance with Part-21 or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident.

c) , the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the CAO.IRI and contain all pertinent information about the condition known to the organisation.

d) Reports shall be made as soon as practicable, but in any case within 72 hours of the organisation identifying the condition to which the report relates, unless exceptional circumstances prevent this.
e) Where relevant, the organisation shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the CAO.IRI.

SECTION 2

Management

ORA.GEN.200 Management system

a) The organisation shall establish, implement and maintain a management system that includes:

(1) clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager;

(2) a description of the overall philosophies and principles of the organisation with regard to safety, referred to as the safety policy;

(3) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness;

(4) maintaining personnel trained and competent to perform their tasks;

(5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;

(6) a function to monitor compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and

(7) any additional requirements that are prescribed in the relevant subparts of this Part or other applicable Parts.

b) The management system shall correspond to the size of the organisation and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.

c) Notwithstanding point (a), in an organisation providing training only for the LAPL, PPL, SPL or BPL and the associated ratings or certificates, safety risk management and compliance monitoring defined in points (a)(3) and (a)(6) may be accomplished by an organisational review, to be performed at least once every calendar year. The CAO.IRI shall be notified about the results of this review by the organisation without undue delay.
d) Notwithstanding point (a), an AeMC and organisation providing only theoretical and/or simulator training and the applicant or holder of an FSTD qualification certificate may comply with requirement relevant to safety management system.

ORA.GEN.205 Contracted activities

a) Contracted activities include all activities within the organisation’s scope of approval that are performed by another organisation either itself certified to carry out such activity or if not certified, working under the contracting organisation’s approval. The organisation shall ensure that when contracting or purchasing any part of its activity, the contracted or purchased service or product conforms to the applicable requirements.

b) When the certified organisation contracts any part of its activity to an organisation that is not itself certified in accordance with this Part to carry out such activity, the contracted organisation shall work under the approval of the contracting organisation. The contracting organisation shall ensure that the CAO.IRI is given access to the contracted organisation, to determine continued compliance with the applicable requirements.

ORA.GEN.210 Personnel requirements

a) The organisation shall appoint an accountable manager, who has the authority for ensuring that all activities can be financed and carried out in accordance with the applicable requirements. The accountable manager shall be responsible for establishing and maintaining an effective management system.

b) A person or group of persons shall be nominated by the organisation, with the responsibility of ensuring that the organisation remains in compliance with the applicable requirements. Such person(s) shall be ultimately responsible to the accountable manager.

c) The organisation shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.

d) The organisation shall maintain appropriate experience, qualification and training records to show compliance with paragraph (c).

e) The organisation shall ensure that all personnel are aware of the rules and procedures relevant to the exercise of their duties.

ORA.GEN.215 Facility requirements

The organisation shall have facilities allowing the performance and management of all planned tasks and activities in accordance with the applicable requirements.

ORA.GEN.220 Record-keeping

a) The organisation shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed, covering in particular all the elements indicated in ORA.GEN.200.
b) The format of the records shall be specified in the organisation’s procedures.

c) Records shall be stored in a manner that ensures protection from damage, alteration and theft.

**SUBPART ATO**

**APPROVED TRAINING ORGANISATIONS**

**SECTION 1**

**General**

**ORA.ATO.100 Scope**

This Subpart establishes the requirements to be met by organisations providing training for pilot licences and associated ratings and certificates.

**ORA.ATO.105 Application**

a) Applicants for the issue of a certificate as an approved training organisation (ATO) shall provide the CAO.IRI with:

(1) the following information:

(i) name and address of the training organisation;

(ii) date of intended commencement of activity;

(iii) personal details and qualifications of the head of training (HT), the flight instructor(s), flight simulation training instructors and the theoretical knowledge instructor(s);

(iv) name(s) and address(es) of the aerodrome(s) and/or operating site(s) at which the training is to be conducted;

(v) list of aircraft to be operated for training, including their group, class or type, registration, owners and category of the certificate of airworthiness, if applicable

(vi) list of flight simulation training devices (FSTDs) that the training organisation intends to use, if applicable;

(vii) the type of training that the training organisation wishes to provide and the corresponding training programme; and

(2) the operations and training manuals.

b) Flight test training organisations. Notwithstanding (a)(1)(iv) and (v), training organisations providing flight test training shall only need to provide:
(1) the name(s) and address(es) of the main aerodromes and/or operating site(s) at which the training is to be conducted; and

(2) a list of the types or categories of aircraft to be used for flight test training.

c) In the case of a change to the certificate, applicants shall provide the CAO.IRI with the relevant parts of the information and documentation referred to in (a).

ORA.ATO.110 Personnel requirements

a) An HT shall be nominated. The HT shall have extensive experience as an instructor in the areas relevant for the training provided by the ATO and shall possess sound managerial capability.

b) The HT’s responsibilities shall include:

(1) ensuring that the training provided is in compliance with Part-FCL and, in the case of flight test training, that the relevant requirements of Part-21 and the training programme have been established;

(2) ensuring the satisfactory integration of flight training in an aircraft or a flight simulation training device (FSTD) and theoretical knowledge instruction; and

(3) supervising the progress of individual students.

c) Theoretical knowledge instructors shall have:

(1) practical background in aviation in the areas relevant for the training provided and have undergone a course of training in instructional techniques; or

(2) previous experience in giving theoretical knowledge instruction and an appropriate theoretical background in the subject on which they will provide theoretical knowledge instruction.

d) Flight instructors and flight simulation training instructors shall hold the qualifications required by Part-FCL for the type of training that they are providing.

ORA.ATO.120 Record-keeping

The following records shall be kept for a period of at least 3 years after the completion of the training:

a) details of ground, flight, 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) information on the licences and associated ratings and certificates of the students, including the expiry dates of medical certificates and ratings.

ORA.ATO.125 Training programme

a) A training programme shall be developed for each type of course offered.
b) The training programme shall comply with the requirements of Part-FCL and, in the case of flight test training, the relevant requirements of Part-21.

**ORA.ATO.130 Training manual and operations manual**

a) The ATO shall establish and maintain a training manual and operations manual containing information and instructions to enable personnel to perform their duties and to give guidance to students on how to comply with course requirements.

b) The ATO shall make available to staff and, where appropriate, to students the information contained in the training manual, the operations manual and the ATO’s approval documentation.

c) In the case of ATOs providing flight test training, the operations manual shall comply with the requirements for the flight test operations manual, as established in Part-21.

d) The operations manual shall establish flight time limitation schemes for flight instructors, including the maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties in accordance with Part-ORO.

**ORA.ATO.135 Training aircraft and FSTDs**

a) The ATO shall use an adequate fleet of training aircraft or FSTDs appropriate to the courses of training provided.

b) The ATO shall only provide training in FSTDs when it demonstrates to the CAO.IRI:
   1. the adequacy between the FSTD specifications and the related training programme;
   2. that the FSTDs used comply with the relevant requirements of Part-FCL;
   3. in the case of full flight simulators (FFSs), that the FFS adequately represents the relevant type of aircraft; and
   4. that it has put in place a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training programme.

c) If the aircraft used for the skill test is of a different type to the FFS used for the visual flight training, the maximum credit shall be limited to that allocated for flight and navigation procedures trainer II (FNPT II) for aeroplanes and FNPT II/III for helicopters in the relevant flight training programme.

d) Flight test training organisations. Aircraft used for flight test training shall be appropriately equipped with flight testing instrumentation, according to the purpose of the training.

**ORA.ATO.140 Aerodromes and operating sites**

When providing flight training on an aircraft, the ATO shall use aerodromes or operating sites that have the appropriate facilities and characteristics to allow training of the
maneuvers relevant, taking into account the training provided and the category and type of aircraft used.

ORA.ATO.145 Pre-requisites for training

a) The ATO shall ensure that the students meet all the pre-requisites for training established in Part-Medical, Part-FCL, and, if applicable, as defined in the mandatory part of the operational suitability data established in accordance with PART-21.

b) In the case of ATOs providing flight test training, the students shall meet all the pre-requisites for training established in accordance with PART-21.

ORA.ATO.150 Training in other countries

Reserved.

SECTION 2

Additional requirements for ATOs providing training for CPL, MPL and ATPL and the associated ratings and certificates

ORA.ATO.210 Personnel requirements

a) Head of training (HT). Except in the case of ATOs providing flight test training, the nominated HT shall have extensive experience in training as an instructor for professional pilot licences and associated ratings or certificates.

b) Chief flight instructor (CFI). The ATO providing flight instruction shall nominate a CFI who shall be responsible for the supervision of flight and flight simulation training instructors and for the standardisation of all flight instruction and flight simulation instruction. The CFI shall hold the highest professional pilot licence and associated ratings related to the flight training courses conducted and hold an instructor certificate with the privilege to instruct for at least one of the training courses provided.

c) Chief theoretical knowledge instructor (CTKI). The ATO providing theoretical knowledge instruction shall nominate a CTKI who shall be responsible for the supervision of all theoretical knowledge instructors and for the standardisation of all theoretical knowledge instruction. The CTKI shall have extensive experience as a theoretical knowledge instructor in the areas relevant for the training provided by the ATO.

ORA.ATO.225 Training programme

a) The training programme shall include a breakdown of flight and theoretical knowledge instruction, presented in a week-by-week or phase layout, a list of standard exercises and a syllabus summary.
b) The content and sequence of the training programme shall be specified in the training manual.

**ORA.ATO.230 Training manual and operations manual**

a) The training manual shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall address the following subjects:

1. training plan,
2. briefing and air exercises,
3. flight training in an FSTD, if applicable,
4. theoretical knowledge instruction.

b) The operations manual shall provide relevant information to particular groups of personnel, as flight instructors, flight simulation training instructors, theoretical knowledge instructors, operations and maintenance personnel, and shall include general, technical, route and staff training information.

**SECTION 3**

**Additional requirements for ATOs providing specific types of training**

**Chapter 1**

**Distance Learning Course**

**ORA.ATO.300 General**

The ATO may be approved to conduct modular course programmes using distance learning in the following cases:

a) modular courses of theoretical knowledge instruction;

b) courses of additional theoretical knowledge for a class or type rating; or

c) courses of approved pre-entry theoretical knowledge instruction for a first type rating for a multi-engine helicopter.

**ORA.ATO.305 Classroom instruction**

a) An element of classroom instruction shall be included in all subjects of modular distance learning courses.

b) The amount of time spent in actual classroom instruction shall not be less than 10% of the total duration of the course.
c) To this effect, classroom accommodation shall be available either at the principal place of business of the ATO or within a suitable facility elsewhere.

**ORA.ATO.310 Instructors**

All instructors shall be fully familiar with the requirements of the distance learning course programme.

**Chapter 2**

Zero Flight-Time Training

**ORA.ATO.330 General**

a) Approval for zero flight-time training (ZFTT), as specified in Part-FCL, shall only be given to ATOs that also have the privileges to conduct commercial air transport operations or ATOs having specific arrangements with commercial air transport operators.

b) Approval for ZFTT shall only be given if the operator has at least 90 days of operational experience on the aeroplane type.

c) In the case of ZFTT provided by an ATO having a specific arrangement with an operator, the 90 days of operational experience requirements will not apply if the type rating instructor (TRI(A)) involved in the additional take-offs and landings, as required in Part-ORO, has operational experience on the aeroplane type.

**ORA.ATO.335 Full flight simulator**

a) The FFS approved for ZFTT shall be serviceable according to the management system criteria of the ATO.

b) The motion and the visual system of the FFS shall be fully serviceable, in accordance with the applicable certification specifications for FSTD as mentioned in ORA.FSTD.205.

**Chapter 3**

Multi-crew pilot licence (MPL) courses

**ORA.ATO.350 General**

The privileges to conduct MPL integrated training courses and MPL instructor courses shall only be given to the ATO if it also has the privilege to conduct commercial air transport operations or a specific arrangement with a commercial air transport operator.
Flight test training

ORA.ATO.355 Flight test training organisations

a) The ATO that has been approved to provide flight test training for the issue of a category 1 or 2 flight test rating in accordance with Part-FCL may have its privileges extended to providing training for other categories of flight tests and other categories of flight test personnel, provided that:

1) the relevant requirements of Part-21 are met; and

2) a specific arrangement exists between the ATO and the Part-21 organisation that employs, or intends to employ, such personnel.

b) The training records shall include the written reports by the student, as required by the training programme, including, where applicable, data processing and analysis of recorded parameters relevant to the type of flight test.

SUBPART FSTD

REQUIREMENTS FOR ORGANISATIONS OPERATING FLIGHT SIMULATION TRAINING DEVICES (FSTDs) AND THE QUALIFICATION OF FSTDs

SECTION 1

Requirements for organisations operating FSTDs

ORA.FSTD.100 General

a) The applicant for an FSTD qualification certificate shall demonstrate to the CAO.IRI that it has established a management system in accordance with ORA.GEN Section II. This demonstration shall ensure that the applicant has, directly or through contract, the capability to maintain the performance, functions and other characteristics specified for the FSTD’s qualification level and to control the installation of the FSTD.

b) If the applicant is the holder of a qualification certificate issued in accordance with this Part, the FSTD specifications shall be detailed:

1) in the terms of the ATO certificate; or

2) in the case of an AOC holder, in the training manual.
ORA.FSTD.105 Maintaining the FSTD qualification

a) In order to maintain the qualification of the FSTD, an FSTD qualification certificate holder shall run the complete set of tests contained within the master qualification test guide (MQTG) and functions and subjective tests progressively over a 12-month period.

b) The results shall be dated, marked as analysed and evaluated, and retained in accordance with ORA.FSTD.240, in order to demonstrate that the FSTD standards are being maintained.

c) A configuration control system shall be established to ensure the continued integrity of the hardware and software of the qualified FSTD.

ORA.FSTD.110 Modifications

a) The holder of an FSTD qualification certificate shall establish and maintain a system to identify, assess and incorporate any important modifications into the FSTDs it operates, especially:

(1) any aircraft modifications that are essential for training, testing and checking, whether or not enforced by an airworthiness directive; and

(2) any modification of an FSTD, including motion and visual systems, when essential for training, testing and checking, as in the case of data revisions.

b) Modifications of the FSTD hardware and software that affect handling, performance and systems operation or any major modifications of the motion or visual system shall be evaluated to determine the impact on the original qualification criteria. The organisation shall prepare amendments for any affected validation tests. The organisation shall test the FSTD to the new criteria.

c) The organisation shall inform the CAO.IRI in advance of any major changes to determine if the tests carried out are satisfactory. The CAO.IRI shall determine if a special evaluation of the FSTD is necessary prior to returning it to training following the modification.

ORA.FSTD.115 Installations

a) The holder of an FSTD qualification certificate shall ensure that:

(1) the FSTD is housed in a suitable environment that supports safe and reliable operation;

(2) all FSTD occupants and maintenance personnel are briefed on FSTD safety to ensure that they are aware of all safety equipment and procedures in the FSTD in case of an emergency; and

(3) the FSTD and its installations comply with the local regulations for health and safety.
b) The FSTD safety features, such as emergency stops and emergency lighting, shall be checked at least annually and recorded.

**ORA.FSTD.120 Additional equipment**

Where additional equipment has been added to the FSTD, even though not required for qualification, it shall be assessed by the CAO.IRI to ensure that it does not adversely affect the quality of training.

**SECTION 2**

Requirements for the qualification of FSTDs

**ORA.FSTD.200 Application for FSTD qualification**

a) The application for an FSTD qualification certificate shall be made in a form and manner established by the CAO.IRI:

   (1) in the case of basic instrument training devices (BITDs), by the BITD manufacturer;
   (2) in all other cases, by the organisation intending to operate the FSTD.

b) Applicants for an initial qualification shall provide the CAO.IRI with documentation demonstrating how they will comply with the requirements established in this Regulation. Such documentation shall include the procedure established to ensure compliance with ORA.GEN.130 and ORA.FSTD.230.

**ORA.FSTD.205 Certification specifications for FSTDs**

a) The CAO.IRI shall issue, Certification Specifications as standard means to show compliance of FSTDs with the Essential Requirements of PILOT LICENCING.

b) Such Certification Specifications shall be sufficiently detailed and specific to indicate to applicants the conditions under which qualifications will be issued.

**ORA.FSTD.210 Qualification basis**

a) The qualification basis for the issuance of an FSTD qualification certificate shall consist of:

   (1) the applicable Certification Specifications established by the CAO.IRI that are effective on the date of the application for the initial qualification;
   (2) the aircraft validation data defined by the mandatory part of the operational suitability data as approved under PART-21, if applicable; and
(3) any special conditions prescribed by the CAO.IRI if the related Certification Specifications do not contain adequate or appropriate standards for the FSTD because the FSTD has novel or different features to those upon which the applicable Certification Specifications are based.

b) The qualification basis shall be applicable for future recurrent qualifications of the FSTD, unless it is re-categorised.

ORA.FSTD.225 Duration and continued validity

a) The full flight simulator (FFS), flight training device (FTD) or flight and navigation procedures trainer (FNPT) qualification shall remain valid subject to:

(1) the FSTD and the operating organisation remaining in compliance with the applicable requirements;

(2) the CAO.IRI being granted access to the organisation as defined in ORA.GEN.140 to determine continued compliance with the relevant requirements of 'BR' and its Implementing Rules; and

(3) the qualification certificate not being surrendered or revoked.

b) The period of 12 months established in ARA.FSTD.120(b)(1) may be extended up to a maximum of 36 months, in the following circumstances:

(1) the FSTD has been subject to an initial and at least one recurrent evaluation that has established its compliance with the qualification basis;

(2) the FSTD qualification certificate holder has a satisfactory record of successful regulatory FSTD evaluations during the previous 36 months;

(3) the CAO.IRI performs a formal audit of the compliance monitoring system defined in ORA.GEN.200(a)(6) of the organisation every 12 months; and

(4) an assigned person of the organisation with adequate experience reviews the regular reruns of the qualification test guide (QTG) and conducts the relevant functions and subjective tests every 12 months and sends a report of the results to the CAO.IRI.

c) A BITD qualification shall remain valid subject to regular evaluation for compliance with the applicable qualification basis by the CAO.IRI in accordance with ARA.FSTD.120.

d) Upon surrender or revocation, the FSTD qualification certificate shall be returned to the CAO.IRI.

ORA.FSTD.230 Changes to the qualified FSTD

a) The holder of an FSTD qualification certificate shall inform the CAO.IRI of any proposed changes to the FSTD, such as:

(1) major modifications;

(2) relocation of the FSTD; and
(3) any de-activation of the FSTD.

b) In case of an upgrade of the FSTD qualification level, the organisation shall apply to CAO.IRI for an upgrade evaluation. The organisation shall run all validation tests for the requested qualification level. Results from previous evaluations shall not be used to validate FSTD performance for the current upgrade.

c) When an FSTD is moved to a new location, the organisation shall inform CAO.IRI before the planned activity along with a schedule of related events.

Prior to returning the FSTD to service at the new location, the organisation shall perform at least one third of the validation tests, and functions and subjective tests to ensure that the FSTD performance meets its original qualification standard. A copy of the test documentation shall be retained together with the FSTD records for review by CAO.IRI.

CAO.IRI may perform an evaluation of the FSTD after relocation. The evaluation shall be in accordance with the original qualification basis of the FSTD.

d) If an organisation plans to remove an FSTD from active status for prolonged periods, CAO.IRI shall be notified and suitable controls established for the period during which the FSTD is inactive.

The organisation shall agree with CAO.IRI a plan for the de-activation, any storage and re-activation to ensure that the FSTD can be restored to active status at its original qualification level.

ORA.FSTD.235 Transferability of an FSTD qualification

a) When there is a change of the organisation operating an FSTD, the new organisation shall inform CAO.IRI in advance in order to agree upon a plan of transfer of the FSTD.

b) CAO.IRI may perform an evaluation in accordance with the original qualification basis of the FSTD.

c) When the FSTD no longer complies with its initial qualification basis, the organisation shall apply for a new FSTD qualification certificate.

ORA.FSTD.240 Record-keeping

The holder of an FSTD qualification certificate shall keep records of:

a) all documents describing and proving the initial qualification basis and level of the FSTD for the duration of the FSTD’s lifetime; and

b) any recurrent documents and reports related to each FSTD and to compliance monitoring activities for a period of at least 5 years.
SUBPART AeMC

AERO-MEDICAL CENTRES

SECTION 1

General

ORA.AeMC.105 Scope

This Subpart establishes the additional requirements to be met by an organisation to qualify for the issue or continuation of an approval as an aero-medical center (AeMC) to issue medical certificates, including initial class 1 medical certificates.

ORA.AeMC.115 Application

Applicants for an AeMC certificate shall:

a) comply with MED.D.005; and

b) in addition to the documentation for the approval of an organisation required in ORA.GEN.115, provide details of clinical attachments to or liaison with designated hospitals or medical institutes for the purpose of specialist medical examinations.

ORA.AeMC.135 Continued validity

The AeMC certificate shall be issued for a period of not more than 3 years. It shall remain valid subject to the holder and the aero-medical examiners of the organisation:

a) complying with MED.D.030; and

b) ensuring their continued experience by performing an adequate number of class 1 medical examinations every year.

SECTION 2

Management

ORA.AeMC.200 Management system

The AeMC shall establish and maintain a management system that includes the items addressed in ORA.GEN.200 and, in addition, processes:

a) for medical certification in compliance with Part-MED; and

b) to ensure medical confidentiality at all times.
ORA.AeMC.210 Personnel requirements

a) The AeMC shall:
   (1) have an aero-medical examiner (AME) nominated as head of the AeMC, with
       privileges to issue class 1 medical certificates and sufficient experience in aviation
       medicine to exercise his/her duties; and
   (2) have on staff an adequate number of fully qualified AMEs and other technical staff
       and experts.

b) The head of the AeMC shall be responsible for coordinating the assessment of
   examination results and signing reports, certificates, and initial class 1 medical
   certificates.

ORA.AeMC.215 Facility requirements

The AeMC shall be equipped with medico-technical facilities adequate to perform aero-
medical examinations necessary for the exercise of the privileges included in the scope of
the approval.

ORA.AeMC.220 Record-keeping

In addition to the records required in ORA.GEN.220, the AeMC shall:

a) maintain records with details of medical examinations and assessments performed for
   the issue, revalidation or renewal of medical certificates and their results, for a minimum
   period of 10 years after the last examination date; and

b) keep all medical records in a way that ensures that medical confidentiality is respected
   at all times.
PART FLIGHT ENGINEER

Subpart A - General

FCL. 2010.FE Purpose

a) This Part details the requirements governing:

1) the issue and validation of flight engineer licences and certificates; and

2) the addition of type ratings to a flight engineer licence; and

3) the renewal of flight engineer licences and validations; and

4) the privileges and limitations of those licences, ratings and validations.

c) These requirements are published by the CAO.IRI to indicate the manner in which he will be satisfied as to the fitness and competence of the person to be issued with and to hold a licence and/or rating.

d) The issue of a licence or rating indicates only that the person is considered competent to exercise the privileges of such a licence or rating. The possession of a licence does not relieve the holder from the responsibility for compliance with the Order and any other legislation in force.

FCL.2015.FE Definitions

Appropriate: in respect of a licence or rating, means applicable to the same category of aircraft;

Flight examiner: means the holder of a flight examiner rating issued under CAO.IRI Part Flight Engineer;

Validation: means the rendering of a licence or certificate issued by or under the requirements of an ICAO contracting state valid within the jurisdiction of the IR of Iran.

FCL.2020.FE Licences and ratings

The following licences and ratings are issued under this Part:

a) Flight engineer licence;

b) Flight engineer aircraft type ratings;

c) Flight engineer instructor ratings;

d) Flight engineer examiner ratings.
FCL.2025.FE Requirement for licence and ratings

a) Each person who performs the duties of a flight engineer on an aircraft registered in a IR of Iran shall hold:
   1) a current flight engineer licence issued under this Part; or
   2) a current foreign flight engineer licence issued by a contracting State to the ICAO Convention and validated under this Part; and
   3) an appropriate valid type rating issued under a licence referred to in paragraph FCL.2025.FE(a)(1) or FCL.2025.FE(a)(2).

b) Flight Engineer instructor rating: Each person exercising the privileges of a flight engineer instructor listed in paragraph FCL.2155.FE(a) shall hold a current flight engineer instructor rating issued under this Part.

c) Flight Engineer examiner rating: Each person exercising the privileges of a flight engineer examiner listed in paragraph FCL.2175.FE(a) shall hold a current flight engineer examiner rating issued under this Part.

Fcl.2030.FE Application for licences, validations and ratings

a) An applicant shall apply to the CAO.IRI in the manner prescribed for:
   1) the issue, renewal or validation of a flight engineer licence or rating; or
   2) the issue of an additional rating.

b) The application required under paragraph FCL.2030.FE(a) includes:
   1) the full name and address of the applicant; and
   2) such other particulars relating to the applicant that may be required by the CAO.IRI and indicated on the application form which shall be submitted to CAO.IRI with payment of any prescribed fee; and
   3) evidence of experience relevant to the application in a format and to the extent required by CAO.IRI; and
   4) evidence of any training required for the issue of the licence or rating.

c) An applicant for the validation of a current licence issued by or under the requirements of a foreign contracting State to the ICAO Convention shall, in addition to the requirements of paragraph FCL.2030.FE(a) and FCL.2030.FE(b) produce evidence of holding that licence to the satisfaction of the CAO.IRI.

FCL.2035.FE Issue of licences and ratings

a) An applicant may be issued with a licence or rating under this Part if the CAO.IRI is satisfied that:
   1) the applicant is a fit and proper person; and
2) the applicant meets the eligibility requirements in the appropriate Subpart for the licence or rating; and

3) the issue of the licence or rating is not contrary to the interests of aviation safety.

b) Subject to application and payment of any charge required, the CAO.IRI may issue a replacement licence or certificate if it is satisfied that the document has been lost or stolen.

**FCL.2040.FE Validation of licences and ratings**

An applicant for the validation or conversion of a licence or rating on the basis of holding a current licence or rating issued by a foreign contracting State to the ICAO Convention is eligible for validation or conversion of that licence or rating if the CAO.IRI is satisfied that the applicant fulfils all the requirements of paragraph FCL.2035.FE and those Subparts of CAO.IRI Part FLIGHT ENGINEER deemed relevant by the CAO.IRI.

**FCL.2045.FE Language Proficiency**

The holder of a licence issued under this Part, required to use the radiotelephone, shall not exercise the privileges of the licence or rating unless the licence includes an English language proficiency endorsement in accordance with Subpart G. The endorsement shall indicate the language, the proficiency level and where applicable, the validity date.

**FCL.2050.FE Duration of licences and ratings**

a) A flight engineer licence issued under this Part shall be valid for the lifetime of the holder unless suspended or revoked.

b) A validation of a licence or rating may be issued for a period determined by the CAO.IRI subject to the validated licence remaining current.

c) The holder of a licence or rating issued or validated under this Part that has been suspended, revoked or varied shall forthwith forward the licence or certificate of validation, as applicable, to the CAO.IRI.

**FCL.2055.FE Flight engineer log books – general**

a) Each holder of a flight engineer licence shall maintain in ink a record of the flight time in a log book acceptable to the CAO.IRI. Flight time entered in a log book that has been lost or destroyed shall be recognised by the CAO.IRI only if it can be substantiated by means acceptable to the CAO.IRI.

b) Details of flights flown for commercial operations may be recorded in an acceptable computerised format maintained by the operator. In this case an operator shall make the records of all flights operated by the flight engineer, including differences and familiarisation training, available on request to the flight crew member concerned.
c) The licence holder shall enter the record of flight time in the log book:
   1) within 14 days of the completion of the flight to be recorded; or
   2) if the licence holder is engaged in flying away from base, within 2 days of return to base.

d) The licence holder shall keep the log book for at least 60 months from the date of the last flight time entry recorded in it.

e) Before submitting the log book to the CAO.IRI for any required inspection, the holder shall:
   1) on each page, total each column of entries; and
   2) in the spaces provided, enter the total flight experience; and
   3) below the last entry, certify the correctness of the entries; and
   4) sign the certification.

FCL.2060.FE  Flight engineer log books – crediting flight time

a) The holder of a current flight engineer licence may only credit flight time for a licence or rating when the type certificate of the aircraft flown requires the carriage of a flight engineer.

b) The holder of a current flight engineer licence is entitled to be credited with the total flight time during which he is carrying out the duties of a flight engineer, flight engineer instructor or flight engineer examiner.

c) The holder of a current flight engineer licence when designated as a flight crew member other than a flight engineer, flight engineer instructor, or flight engineer examiner is entitled to be credited with only the flight time during which he is carrying out the duties of a flight engineer from the engineer's flight station.

d) A person performing the duties of a flight engineer on an aircraft while not complying with any applicable requirement of this Part shall not credit that flight time for any purpose.

FCL.2065.FE  Medical requirements

a) The holder of a flight engineer licence issued under this Part shall not exercise the privileges of that licence unless that person:
   1) holds a current Class 2 medical certificate issued under Part MED of CAO.IRI Aircrew; and
   2) complies with all medical endorsements on that medical certificate.

e) (b) The holder of a flight engineer licence issued under this Part who is aware of:
   1) having any significant personal injury involving incapacity to function as a member a flight crew; or
PART FE  CAO.IRI Air Crew Regulation

2) having 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 CAO.IRI as soon as possible in the case of injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness. The medical certificate is suspended when the injury occurs, the pregnancy is confirmed or 21 days of illness has elapsed, regardless of when the CAO.IRI is informed. The medical certificate may be reinstated by the CAO.IRI subject to the certificate holder being examined and pronounced fit by an authorised aviation medical examiner. Reinstatement of a medical certificate may be subject to any limitations or restrictions notified by the CAO.IRI.

c) The holder of a pilot licence issued under this Part shall not exercise the privileges of that licence until they are assessed fit again by an authorised aviation medical examiner.

FCL.2070.FE Use of psychoactive substances

The holder of a licence or rating issued or validated under this Part shall not exercise the privileges of that licence or rating while under the influence of any psychoactive substance, including prescribed or proprietary medication, which might render that person unable safely and properly to exercise those privileges or create a risk of harm to that person or to any other person.

FCL.2075.FE Annual flight review

a) The holder of a flight engineer licence issued under this Part shall not exercise the privileges of that licence for more than one year from the date of the flight test required by paragraph FCL.2110.FE(d), unless he has successfully completed an annual flight review, within the immediately preceding 1 year, and a record to that effect in the form required by paragraph FCL.2075.FE(c) has been endorsed in the holder's log book.

b) The annual flight review required by paragraph FCL.2075.FE(a) shall be conducted by the holder of a flight engineer instructor rating and shall consist of:

1) a review of the current general operating rules applicable to the use of the flight engineer licence, with particular emphasis upon applicable changes introduced within the immediately preceding 1-year period; and

2) flight instruction to review those procedures and tasks applicable to the use of the flight engineer licence. A flight simulator may be used for all or part of such instruction.
c) When the flight engineer instructor is satisfied that an annual flight review has been successfully completed, the instructor shall enter in the flight engineer's log book the name, number of licence and rating, and signature of the instructor; and date of completion of the annual flight review under the following statement:

“This is to certify that [name of flight engineer] has successfully completed an Annual Flight Review in accordance with the requirements of CAO.IRI Part FLIGHT ENGINEER.

FCL.2080.FE Examination for continued fitness or proficiency

a) The holder of a licence or rating issued under this Part shall, when required by the CAO.IRI and within such period as the CAO.IRI may determine, undergo a medical or other examination or test to demonstrate their continued fitness or proficiency in the capacity for which the licence or rating is held.

b) Any medical or other examination or test required by the CAO.IRI under paragraph FCL.2080.FE(a) shall consist of such part or parts of the medical or other examination or test required by this Part as the CAO.IRI may determine.

c) A person who undergoes a medical or other examination or test under paragraph FCL.2080.FE(a) and who fails to comply with the requirements prescribed for the grant of the licence or rating held shall not exercise the privileges of that licence or rating.

FCL.2085.FE Continued fitness and competence of licence and validation holders

a) The CAO.IRI may vary, suspend or revoke a licence, rating or validation issued under this Part if the CAO.IRI has reason to believe that the holder:

1) no longer meets the requirements to hold that licence, rating or validation, or
2) is no longer a fit person to hold that licence, rating or validation.

b) Without prejudice to any action under paragraph FCL.2085.FE(a), the CAO.IRI may direct the holder of any licence or rating issued or validated under this Part to take or retake any examination or test if the CAO.IRI considers that action necessary to establish the holder's competence.

Following such examination or test the CAO.IRI may vary, suspend or revoke the licence, rating or validation.

FCL.2090.FE Offences involving alcohol or drugs

a) A conviction for any offence relating to alcohol or drugs, including a refusal to submit to any lawful test for alcohol or drugs, may be relevant in determining whether a person is or remains fit and proper to hold a licence. Such conviction may result in a refusal to grant a licence, or suspension or revocation of the licence or validation.
b) The holder of a licence issued or validated under this Part or an applicant for a licence or validation under this Part shall notify the CAO.IRI forthwith of being convicted of an offence of the type described in paragraph FCL.2090.FE(a).

FCL.2095.FE Notification of changes of personal details

The holder of a licence, rating or validation issued under this Part shall notify the CAO.IRI forthwith of any change to the holder’s name or permanent address.

FCL.2100.FE Means of Compliance

a) The CAO.IRI shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with the regulation and its Parts.

b) The CAO.IRI shall establish a system to consistently evaluate that all alternative means of compliance used by itself or by organisations and persons under its oversight allow the establishment of compliance with requirements.

c) The CAO.IRI shall evaluate all alternative means of compliance proposed by an organisation by analysing the documentation provided and, if considered necessary, conducting an inspection of the organisation. When the CAO.IRI finds that the alternative means of compliance are in accordance with the requirements, it shall without undue delay notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval or certificate of the applicant accordingly;

d) When the CAO.IRI itself uses alternative means of compliance to achieve compliance with requirements it shall make them available to all organisations and persons under its oversight.
**Subpart B - Flight Engineer Licences**

**FCL.2105.FE Purpose**

This Subpart details the requirements governing the issue of flight engineer licences and the privileges, limitations and currency requirements of those licences.

**FCL.2110.FE Eligibility requirements**

To be eligible for a flight engineer licence a person shall:

a) be at least 21 years of age; and

b) provide evidence of achieving an appropriate level of Language Proficiency in accordance with Subpart G; and

c) provide satisfactory evidence of at least 100 hours total time in the performance of the duties of a flight engineer. At least 50 hours of the total time shall be flight time. Experience, acceptable to the CAO.IRI, as a pilot in a multi-crew environment may be used to satisfy up to 50% of the flight time. Up to 50 hours of the total time may have been gained on flight simulators during flight engineer training courses conducted by:

1) the manufacturer of an aircraft, the type certificate of which requires the carriage of a flight engineer; or

2) the holder of an air operator certificate, where the certificate authorises the holder to conduct that training; and

d) have passed written examinations, or their equivalents, that are acceptable to the CAO.IRI and are relevant to the duties of a flight engineer, in the following subject areas:

1) Air law: rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;
2) Theory of flight and flight operations: fundamentals of aerodynamics; effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations; use and practical application of performance data including procedures for cruise control; principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems: normal, abnormal and emergency procedures: operational procedures for carriage of freight and dangerous goods; radiotelephony procedures and phraseology;

3) Aircraft engineering: principles of powerplants, gas turbines and piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems; principle of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance; airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects; ice and rain protection systems; pressurisation and air-conditioning systems, oxygen systems; hydraulic and pneumatic systems; electrical theory, AC and DC electric systems, aircraft wiring systems, bonding and screening; principles of operation of instruments, compasses, auto-pilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics; limitations of appropriate aircraft; fire protection, detection, suppression and extinguishing systems; use and serviceability checks of equipment and systems of appropriate aircraft; and

4) Human factors: human performance and limitations relevant to the flight engineer; and

5) Navigation: fundamentals of navigation, principles and operation of self-contained systems; and

6) Meteorology: operational aspects of meteorology; and
e) have satisfactorily completed a flight test that is acceptable to the CAO.IRI by demonstrating to the holder of a flight engineer examiner rating the ability to perform competently the following procedures relevant to the duties of the flight engineer:

1) normal procedures: pre-flight inspections; fuelling procedures, fuel management; inspection of maintenance documents; normal flight deck procedures during all phases of flight; crew co-ordination and procedures in case of crew incapacitation; and defect reporting; and

2) abnormal and alternate procedures: recognition of abnormal functioning of aircraft systems; and use of abnormal and alternate procedures; and
3) emergency procedures: recognition of emergency conditions; and use of appropriate emergency procedures; and

f) have demonstrated during the flight test required by paragraph FCL.2110.FE(d) the ability to:

1) use aircraft systems within the aircraft's capabilities and limitations; and

2) exercise good judgement and airmanship; and

3) apply aeronautical knowledge; and

4) perform all the duties as part of an integrated crew in a manner such that the successful outcome is never in doubt; and

5) communicate effectively with the other flight crew members.

**FCL.2115.FE Privileges**

A valid flight engineer licence authorises the holder to perform flight engineer duties in aircraft on the register for which the CAO.IRI is responsible and for which a type rating is held.

**FCL.2120.FE Recent experience requirements**

a) The holder of a flight engineer licence shall not exercise the privileges of that licence in any aircraft type unless within the immediately preceding 90 days he has, while performing the duties of a flight engineer:

1) logged not less than 10 hours total time, of which up to 5 hours may have been gained on an approved synthetic flight training device; and

2) completed at least two flights in the aircraft type.

b) Where the privileges of a flight engineer licence issued under this Part have not been exercised for 5 years or more, the licence holder shall pass the flight test required by paragraph FCL.2110.FE(d) before the privileges of that licence may be exercised again.

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**Subpart C - Aircraft Type Ratings**

**FCL.2125.FE Purpose**

This Subpart details the requirements governing the issue of flight engineer aircraft type ratings and the privileges of those ratings.

**FCL.2130.FE Eligibility requirements**

To be eligible for an aircraft type rating a person shall:
a) hold a current flight engineer licence issued or validated under this Part; and

b) have satisfactorily completed a course of flight engineer aircraft type-rating training for that aircraft, including passing a written examination in the normal, abnormal, and emergency procedures for the operation of the aircraft's systems, and in the aircraft's performance and weight and balance, conducted by:

1) the manufacturer of that aircraft; or

2) the holder of an air operator certificate, where the certificate authorises the holder to conduct that training; and

c) have logged at least 10 hours flight time as a flight engineer under instruction on that aircraft type; and

d) have demonstrated to the holder of a flight engineer examiner rating on the appropriate type the ability to perform competently all normal, abnormal, and emergency procedures for the aircraft type for which the rating is required. An approved synthetic flight training device may be used for demonstrating the abnormal and emergency procedures.

FCL.2135.FE  Issue

a) When the holder of an appropriate flight engineer examiner rating is satisfied that the requirements of paragraph FCL.2130.FE for a flight engineer aircraft type rating have been met, the examiner shall recommend the issue of the type rating to the CAO.IRI and enter in the flight engineer's log book the aircraft type; the name, number of licence and rating and signature of the examiner; and date on which the requirements for the type rating were satisfied with the following statement:

‘This is to certify that [name of flight engineer] has satisfied the requirements of CAO.IRI Part FLIGHT ENGINEER aircraft type rating for the aircraft type specified below’.

b) Upon application to the CAO.IRI and payment of any applicable fee, the CAO.IRI will endorse the type rating on the flight engineer licence.

c) A flight engineer may not exercise the privileges of any aircraft type rating until that rating is endorsed on the flight engineer licence.

FCL.2140.FE  Privileges

Subject to meeting the applicable requirements and where the aircraft is on the register for which the CAO.IRI is responsible, a flight engineer aircraft type rating authorises the holder to exercise the privileges of the flight engineer licence on:

a) the aircraft type to which the rating applies; or
b) any variant of that aircraft type that has no significant differences in performance, systems, or procedures.

**Subpart D - Flight Engineer Instructor Ratings**

**FCL.2145.FE Purpose**

This Subpart details the requirements governing the issue of flight engineer instructor ratings and the privileges, limitations and currency requirements of those ratings.

**FCL.2150.FE Eligibility requirements**

To be eligible for a flight engineer instructor rating a person shall:

a) hold a current flight engineer licence; and

b) have logged at least 700 hours flight time in the performance of the duties of a flight engineer; and

c) have satisfactorily completed a course in the theory and practice of instruction; and

d) have demonstrated to the holder of a flight engineer examiner rating the ability to give flight engineer instruction in all normal, abnormal, and emergency flight situations by passing an oral examination and a flight test that are acceptable to the CAO.IRI. An approved synthetic flight training device may be used for all or part of such flight test.

**FCL.2155.FE Privileges and limitations**

a) Subject to paragraph FCL.2155.FE(b), the holder of a flight engineer instructor rating is authorised to:

1) exercise all the privileges of the flight engineer licence; and

2) conduct technical and flight instruction for the holders of flight engineer licences; and

3) conduct instruction in an approved synthetic flight training device for the holders of flight engineer licences; and

4) conduct annual flight reviews for holders of flight engineer licences.

b) To exercise the privileges of a flight engineer instructor rating the holder shall:

1) hold a current flight engineer licence with a type rating for the appropriate aircraft; and
2) exercise those privileges within an organisation operating under an air operator certificate, where the certificate authorises the holder to conduct flight engineer training and assessment.

3) within the immediately preceding 12 months, have demonstrated to the holder of a flight engineer examiner rating the ability to give flight engineer instruction, in all normal, abnormal, and emergency flight situations, by passing an oral examination and a flight test based on practical demonstration of the privileges of the rating. An approved synthetic flight training device may be used for all or part of such flight test.

FCL.2160.FE Currency requirements

a) All instructor ratings are valid for three years from the date of passing the relevant Skill Test.

b) For the holder of a FEI to revalidate the rating they shall complete one of the following requirements:

1) Complete at least 100 hours of flight engineer instruction on aeroplanes as FEI, or as Examiner during the period of validity of the rating. To include at least 30 hours of flight instruction within the 12 months preceding the expiry date of the FEI rating; or

2) Attend a FEI refresher seminar approved by the CAO.IRI within the validity period of the FEI rating; or

3) Pass a FEI proficiency check within the 12 months preceding the expiry of the FEI rating.

c) For at least each alternate revalidation of a FEI rating the holder shall pass a proficiency check.

c) For the holder of a FEI to renew the rating they shall complete items FCL.2160.FE(b)(2) & FCL.2160.FE(b)(3) as for revalidation requirements above within the last 12 months before renewal.

d) For a FEI rating that has lapsed by more than 5 years there is also a requirement to pass the theoretical knowledge examinations.

e) For a FEI expired by less than 5 years the Examiner will sign a Certificate of Revalidation following the proficiency check.

f) For a rating that has expired by more than 5 years application should be made to the CAO.IRI.
Subpart E - Flight Engineer Examiner Ratings

FCL.2165.FE Purpose

This Subpart details the requirements governing the issue of flight engineer examiner ratings and the privileges, limitations and currency requirements of those ratings.

FCL.2170.FE Eligibility requirements

To be eligible for a flight engineer examiner rating a person shall:

a) hold a current flight engineer instructor rating; and

b) have logged at least 1,250 hours flight time in the performance of the duties of a flight engineer; and

c) have logged at least 500 hours total time exercising the privileges of a flight engineer instructor. At least 250 hours of the total time shall be flight time. Up to 250 hours of the total time may be gained on an approved synthetic flight training device; and

d) have demonstrated to the satisfaction of the CAO.IRI the ability to perform competently the duties of a flight engineer examiner.

FCL.2175.FE Privileges and limitations

a) Subject to paragraph FCL.2175.FE(b), the holder of a flight engineer examiner rating is authorised to:

1) exercise all the privileges of the flight engineer instructor rating; and

2) conduct flight tests for the issue of flight engineer licences; and

3) conduct flight tests for the issue of flight engineer type ratings on type for which an appropriate examiner type rating is held.

b) To exercise the privileges of a flight engineer examiner rating the holder shall:

1) hold a current flight engineer licence with a type rating for the appropriate aircraft; and

2) conduct the flight tests within an organisation operating under an air operator certificate, where the certificate authorises the holder to conduct flight engineer training and assessment.

3) within the immediately preceding 12 months, have demonstrated to the satisfaction of the CAO.IRI the ability to perform competently the duties of a flight engineer examiner.
FCL.2180.FE Currency requirements

a) Except as provided in paragraph FCL.2180.FE(b), the holder of a flight engineer examiner rating shall not exercise the privileges of that rating unless, within the immediately preceding 3 years, they have demonstrated to the CAO.IRI competence to exercise the privileges of that rating.

b) A person who satisfies the requirements of paragraph FCL.2180.FE(a) within 6 calendar months before the date on which it is required is deemed to have completed the requirements on the required date.

Subpart F - Examinations

FCL.2185.FE Purpose

This Subpart details the requirements concerning examinations for the flight engineer licence and ratings.

FCL.2190.FE Examinations

An applicant for the grant of a licence or rating under this Part shall within the time limitation specified:

a) pass the examinations specified for the issue of that licence or rating; or

b) have satisfactorily completed a course of training approved by or acceptable to the CAO.IRI during which the applicant passed the examinations applicable to that licence or rating.

FCL.2195.FE Arrangements and validity

a) A candidate for a written examination under this Part shall:

1) produce photographic proof of identity; and

2) gain at least 70% of the possible marks in order to pass.

b) A candidate for a flight test under this Part shall:

1) produce photographic proof of identity; and

2) have a log book record of any required training certified by the approved training organization or organization responsible for training course; and

3) have a log book record of any required flight experience.

c) A pass in a written subject is valid for 24 months.
FCL.2200.FE  Cheating or other unauthorised conduct

a) During any examination under this Part, a person shall not, unless authorised by the conducting officer:
   1) copy from another person; or
   2) use any unauthorised equipment; or
   3) refer to any source of information; or
   4) communicate in any way with anyone other than the conducting officer; or
   5) take an examination on behalf of anyone else; or
   6) remove material from the examination; or
   7) record by any means any examination or any part of an examination.

b) A person who takes a written examination shall not divulge the contents of the examination to another person unless authorised to do so by the person conducting the examination.

c) A person who fails to adhere to the requirements under paragraphs FCL.2200.FE(a) or FCL.2200.FE(b) may be subject to any or all of the following as the CAO.IRI may determine:
   1) failure in that subject;
   2) disqualification of all or any subjects already passed;
   3) debarment for up to 12 months from sitting further examinations under this Part;
   4) suspension, variation or revocation of any licence, certificate or rating issued to that person under this Part.

FCL.2205.FE  Flight tests – general procedures

The ability of an applicant for a flight engineer licence or rating to perform the required operations shall be based on the following:

a) executing procedures within the aircraft’s system’s capabilities and limitations; and
b) executing emergency procedures appropriate to the aircraft; and

c) exercising sound judgement; and

d) applying aeronautical knowledge; and

e) showing complete control of the situation, with the successful outcome of a procedure never seriously in doubt.
Subpart G - Language Proficiency

FCL.2210.FE Applicability

The applicant for a language proficiency endorsement shall demonstrate at least an ICAO Level 3 of language proficiency in the use of both phraseologies and plain language in accordance with FCL.055.

FCL.2215.FE Recency requirements

Except for flight engineer who have demonstrated language proficiency at ICAO level 6 the language proficiency endorsement shall be re-evaluated every:

a) 3 years if the level demonstrated is ICAO level 3; or
b) 3 years, if the level demonstrated is ICAO level 4; or
c) 6 years, if the level demonstrated is ICAO level 5.
FCL.2010.FN  Applicability.

This part prescribes the requirements for issuing flight navigator certificates and the general operating rules for holders of those certificates.

FCL.2015.FN  Certification of foreign flight crewmembers other than pilots.

A person who is neither a IR of Iran citizen nor a resident alien is issued a certificate under this part (other than under FCL.2070.FN) outside the IR of Iran only when the CAO.IRI finds that the certificate is needed for the operation of an Iran-registered civil aircraft.

FCL.2020.FN  Certificates and ratings required.

a) No person may act as a flight navigator of a civil aircraft of IR of Iran registry unless he has in his personal possession a current flight navigator certificate issued to him under this part and at least a second-class medical certificate issued to him under Part MED of CAO.IRI Aircrew within the preceding 12 months. However, when the aircraft is operated within a foreign country, a current flight navigator certificate issued by the country in which the aircraft is operated, with evidence of current medical qualification for that certificate, may be used.

b) Each person who holds a flight navigator certificate, or medical certificate, shall present either or both for inspection upon the request of an authorized representative of the CAO.IRI.

FCL.2025.FN  Application and issue.

a) An application for a certificate and appropriate class rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the CAO.IRI.

b) An applicant who meets the requirements of this part is entitled to an appropriate certificate and appropriate class ratings.

c) Unless the order of revocation provides otherwise, a person whose flight navigator certificate is revoked may not apply for the same kind of certificate for 1 year after the date of revocation.
FCL.2030.FN  Offenses involving alcohol or drugs.

a) A conviction for the violation of any IR of Iran statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marihuana, or depressant or stimulant drugs or substances is grounds for:

1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

2) Suspension or revocation of any certificate or rating issued under this part.

b) An act prohibited by IR of Iran statute is grounds for:

1) Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of that act; or

2) Suspension or revocation of any certificate or rating issued under this part.

FCL.2035.FN  Refusal to submit to an alcohol test or to furnish test results.

A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a CAO.IRI representative is grounds for:

a) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of that refusal; or

b) Suspension or revocation of any certificate or rating issued under this part.

FCL.2040.FN  Duration of certificates.

a) Except as provided in FCL.2070.FN and paragraph (b) of this section, a certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

b) Any certificate issued under this part ceases to be effective if it is surrendered, suspended, or revoked. The holder of any certificate issued under this part that is suspended or revoked shall, upon the CAO.IRI's request, return it to the CAO.IRI.

FCL.2045.FN  Change of name; replacement of lost or destroyed certificate.

a) An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current birth certificate or other document verifying the change. The documents are returned to the applicant after inspection.

b) An application for a replacement of a lost or destroyed any certificate is made by letter to official press.
FCL.2050.FN Tests: General procedure.

a) Tests prescribed by or under this part are given at times and places, and by persons, designated by the CAO.IRI.

b) The minimum passing grade for each test is 70 percent.

FCL.2055.FN Written tests: Cheating or other unauthorized conduct.

a) Except as authorized by the CAO.IRI, no person may:
   1) Copy, or intentionally remove, a written test under this part;
   2) Give to another, or receive from another, any part or copy of that test;
   3) Give help on that test to, or receive help on that test from, any person during the period that test is being given.
   4) Take any part of that test in behalf of another person;
   5) Use any material or aid during the period that test is being given; or
   6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

b) No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of 1 year after the date of that act. In addition, CAO.IRI is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

FCL.2060.FN Operations during physical deficiency.

No person may serve as a flight navigator during a period of known physical deficiency, or increase in physical deficiency, that would make him unable to meet the physical requirements for his current medical certificate.

FCL.2065.FN Applications, certificates, logbooks, reports, and records; falsification, reproduction, or alteration.

a) No person may make or cause to be made:
   1) Any fraudulent or intentionally false statement on any application for a certificate or rating under this part;
   2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this part;
   3) Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or
   4) Any alteration of any certificate or rating under this part.
b) CAO.IRI under paragraph (a) of this section is a basis for suspending or revolving any airman or ground instructor certificate or rating held by that person.

**FCL.2070.FN Special purpose flight navigator certificates:**

Operation of IR of Iran registered civil airplanes leased by an organization/person not in IR of Iran

a) *General.* The holder of a current foreign flight navigator certificate, license, or authorization issued by a foreign contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may hold a special purpose flight navigator certificate, as appropriate, authorizing the holder to perform flight navigator duties on a civil airplane of IR of Iran registry, leased to an organization/person not in IR of Iran, carrying persons or property for compensation or hire. Special purpose flight navigator certificates are issued under this section.

b) *Eligibility.* To be eligible for the issuance, or renewal, of a certificate under this section, an applicant must present the following to the CAO.IRI:

1) A current foreign flight navigator certificate, license, or authorization issued by a foreign contracting State to the Convention on International Civil Aviation. The certificate or license must authorize the applicant to perform the flight navigator duties to be authorized by a certificate issued under this section on the same airplane type as the leased airplane.

2) A current certification by the lessee of the airplane:
   i. Stating that the applicant is employed by the lessee;
   ii. Specifying the airplane type on which the applicant will perform flight navigator duties; and
   iii. Stating that the applicant has received ground and flight instruction which qualifies the applicant to perform the duties to be assigned on the airplane.

3) Documentation showing that the applicant currently meets the medical standards for the foreign flight navigator certificate, license, or authorization required by paragraph (b)(1) of this section, except that a medical certificate issued under Part MED of CAO.IRI Aircrew is not evidence that the applicant meets those standards unless the State which issued the applicant's foreign flight navigator certificate, license, or authorization accepts an IR of Iran medical certificate as evidence of medical fitness for a flight navigator certificate, license, or authorization.

c) *Privileges.* The holder of a special purpose flight navigator certificate issued under this section may exercise the same privileges as those shown on the certificate, license, or authorization specified in paragraph (b)(1) of this section, subject to the limitations specified in this section.
d) Limitations. Each certificate issued under this section is subject to the following limitations:

1) It is valid only:
   i. For flights between foreign countries and for flights in foreign air commerce;
   ii. While it and the certificate, license, or authorization required by paragraph (b)(1) of this section are in the certificate holder's personal possession and are current;
   iii. While the certificate holder is employed by the organization/person to whom the airplane described in the certification required by paragraph (b)(2) of this section is leased;
   iv. While the certificate holder is performing flight navigator duties on the IR of Iran registered civil airplane described in the certification required by paragraph (b)(2) of this section; and
   v. While the medical documentation required by paragraph (b)(3) of this section is in the certificate holder's personal possession and is currently valid.

2) Each certificate issued under this section contains the following:
   i. The name of the person to whom the IR of Iran-registered civil airplane is leased.
   ii. The type of airplane.
   iii. The limitation: “Issued under, and subject to, FCL.2070.FN of the CAO.IRI Regulations.”
   iv. The limitation: “Subject to the privileges and limitations shown on the holder's foreign flight navigator certificate, license, or authorization.”

3) Any additional limitations placed on the certificate which the CAO.IRI considers necessary.

e) Termination. Each special purpose flight navigator certificate issued under this section terminates:

1) When the lease agreement for the airplane described in the certification required by paragraph (b)(2) of this section terminates;

2) When the foreign flight navigator certificate, license, or authorization, or the medical documentation required by paragraph (b) of this section is suspended, revoked, or no longer valid; or

3) After 24 months after the month in which the special purpose flight navigator certificate was issued.

f) Surrender of certificate. The certificate holder shall surrender the special purpose flight navigator certificate to the CAO.IRI within 7 days after the date it terminates.
g) **Renewal.** The certificate holder may have the certificate renewed by complying with the requirements of paragraph (b) of this section at the time of application for renewal.

**FCL.2075.FN Means of Compliance**

a) The CAO.IRI shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with the regulation and its Parts.

b) The CAO.IRI shall establish a system to consistently evaluate that all alternative means of compliance used by itself or by organisations and persons under its oversight allow the establishment of compliance with requirements.

c) The CAO.IRI shall evaluate all alternative means of compliance proposed by an organisation by analysing the documentation provided and, if considered necessary, conducting an inspection of the organisation. When the CAO.IRI finds that the alternative means of compliance are in accordance with the requirements, it shall without undue delay notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval or certificate of the applicant accordingly;

d) When the CAO.IRI itself uses alternative means of compliance to achieve compliance with requirements it shall make them available to all organisations and persons under its oversight.
FCL.2080.FN  Eligibility requirements; general.

To be eligible for a flight navigator certificate, a person must:

a) Be at least 21 years of age;

b) Hold at least ICAO level 4 language proficiency in English language in accordance with FCL.055;

c) Demonstrate a knowledge of relevant part of airplane flight manual and operator's procedure.

d) Hold at least a second-class medical certificate issued under Part MED of CAO.IRI Aircrew of this chapter within the 12 months before the date he applies; and

FCL.2085.FN  Initial issue; Knowledge requirements.

a) An applicant for a flight navigator certificate must pass a written test on:

1) The regulations of this chapter that apply to the duties of a flight navigator;

2) The fundamentals of flight navigation, including flight planning and cruise control;

3) Practical meteorology, including analysis of weather maps, weather reports, and weather forecasts; and weather sequence abbreviations, symbols, and nomenclature;

4) The types of air navigation facilities and procedures in general use;

5) Calibrating and using air navigation instruments;

6) Navigation by dead reckoning;

7) Navigation by celestial means;

8) Navigation by radio aids;

9) Pilotage and map reading; and

10) Interpretation of navigation aid identification signals.

b) A report of the test is mailed to the applicant. A passing grade is evidence, for a period of 24 months after the test, that the applicant has complied with this section.

FCL.2090.FN  Initial issue; Experience requirements.

a) An applicant for a flight navigator certificate must be a graduate of a flight navigator course approved by the CAO.IRI or present satisfactory documentary evidence of:

1) Satisfactory determination of his position in flight at least 25 times by night by celestial observations and at least 25 times by day by celestial observations in conjunction with other aids; and
2) At least 200 hours of satisfactory flight navigation including celestial and radio navigation and dead reckoning.

A pilot who has logged 500 hours of cross-country flight time, of which at least 100 hours were at night, may be credited with not more than 100 hours for the purposes of paragraph (a)(2) of this section.

Flight time used exclusively for practicing long-range navigation methods, with emphasis on celestial navigation and dead reckoning, is considered to be satisfactory navigation experience for the purposes of paragraph (a) of this section. It must be substantiated by a logbook, by records of an armed force or a certificated air carrier, or by a letter signed by a certificated flight navigator and attached to the application.

FCL.2095.FN Initial issue; Skill requirements.

a) An applicant for a flight navigator certificate must pass a practical test in navigating aircraft by:

1) Dead reckoning;

2) Celestial means; and

3) Radio aids to navigation.

b) An applicant must pass the written test prescribed by FCL.2085.FN before taking the test under this section. However, if a delay in taking the test under this section would inconvenience the applicant or an air carrier, he may take it before he receives the result of the written test, or after he has failed the written test.

c) The test requirements for this section are set forth in appendix A of this part.

FCL.2100.FN Retesting after failure.

a) An applicant for a flight navigator certificate who fails a written or practical test for that certificate may apply for retesting

1) After 30 days after the date he failed that test; or

2) Before the 30 days have expired if the applicant presents a signed statement from a certificated flight navigator, certificated ground instructor, or any other qualified person approved by the CAO.IRI, certifying that that person has given the applicant additional instruction in each of the subjects failed and that person considers the applicant ready for retesting.
b) A statement from a certificated flight navigator, or from an operations official of an approved navigator course, is acceptable, for the purposes of paragraph (a)(2) of this section, for the written test and for the flight test. A statement from a person approved by the CAO.IRI is acceptable for the written tests. A statement from a supervising or check navigator with the IR of Iran Armed Forces is acceptable for the written test and for the practical test.

c) If the applicant failed the flight test, the additional instruction must have been administered in flight.

FCL.2105.FN Flight navigator courses.

An applicant for approval of a flight navigator course must submit a letter to the CAO.IRI requesting approval, and must also submit a copy of the course outline, a description of his facilities and equipment, and a list of the instructors and their qualifications. Requirements for the course are set forth in appendix B to this part.

FCL.2110.FN Renewal;

The license may be renewed on receipt of satisfactory evidence of an applicant:

a) having undergone a successful medical examination in accordance with this part.

b) having satisfactorily completed not less than twenty hours of Flight time as a flight navigator within a period of six months immediately preceding the date of application for renewal or pass practical skill test in accordance with point FCL.2095.FN by designated examiner of CAO.IRI.
**Subpart C—Flight Navigator Instructor Ratings**

**FCL.2115.FN Purpose**

This Subpart details the requirements governing the issue of flight navigator instructor ratings and the privileges, limitations and currency requirements of those ratings.

**FCL.2120.FN Eligibility requirements**

To be eligible for a flight navigator instructor rating a person shall:

a) hold a current flight navigator licence; and

b) have logged at least 700 hours flight time in the performance of the duties of a flight navigator; and

c) have satisfactorily completed a course in the theory and practice of instruction; and

d) have demonstrated to the holder of a flight navigator examiner rating the ability to give flight navigator instruction in all normal, abnormal, and emergency flight situations by passing an oral examination and a flight test that are acceptable to the CAO.IRI. An approved synthetic flight training device may be used for all or part of such flight test.

**FCL.2125.FN Privileges and limitations**

a) Subject to paragraph FCL.2125.FN(b), the holder of a flight navigator instructor rating is authorised to:

1) exercise all the privileges of the flight navigator licence; and

2) conduct technical and flight instruction for the holders of flight navigator licences; and

3) conduct instruction in an approved synthetic flight training device for the holders of flight navigator licences; and

4) conduct annual flight reviews for holders of flight navigator licences.

b) To exercise the privileges of a flight navigator instructor rating the holder shall:

1) hold a current flight navigator licence with a type rating for the appropriate aircraft; and

2) exercise those privileges within an organisation operating under an air operator certificate, where the certificate authorises the holder to conduct flight navigator training and assessment.
3) within the immediately preceding 12 months, have demonstrated to the holder of a flight navigator examiner rating the ability to give flight navigator instruction, in all normal, abnormal, and emergency flight situations, by passing an oral examination and a flight test based on practical demonstration of the privileges of the rating. An approved synthetic flight training device may be used for all or part of such flight test.

**FCL.2130.FN Currency requirements**

a) All instructor ratings are valid for three years from the date of passing the relevant Skill Test.

b) For the holder of a FNI to revalidate the rating they shall complete one of the following requirements:

1) Complete at least 100 hours of flight navigator instruction on aeroplanes as FNI, or as Examiner during the period of validity of the rating. To include at least 30 hours of flight instruction within the 12 months preceding the expiry date of the FNI rating; or

2) Attend a FNI refresher seminar approved by the CAO.IRI within the validity period of the FNI rating; or

3) Pass a FNI proficiency check within the 12 months preceding the expiry of the FNI rating.

c) For at least each alternate revalidation of a FNI rating the holder shall pass a proficiency check.

d) For the holder of a FNI to renew the rating they shall complete two of the items FCL.2130.FN(b) as for revalidation requirements above within the last 12 months before renewal.

e) For a FNI rating that has lapsed by more than 5 years there is also a requirement to pass the theoretical knowledge examinations.

f) For a FNI expired by less than 5 years the Examiner will sign a Certificate of Revalidation following the proficiency check.

g) For a rating that has expired by more than 5 years application should be made to the CAO.IRI.
Subpart D—Flight Navigator Examiner Ratings

FCL.2135.FN Purpose

This Subpart details the requirements governing the issue of flight navigator examiner ratings and the privileges, limitations and currency requirements of those ratings.

FCL.2140.FN Eligibility requirements

To be eligible for a flight navigator examiner rating a person shall:

a) hold a current flight navigator instructor rating; and

b) have logged at least 1,250 hours flight time in the performance of the duties of a flight navigator; and

c) have logged at least 500 hours total time exercising the privileges of a flight navigator instructor. At least 250 hours of the total time shall be flight time. Up to 250 hours of the total time may be gained on an approved synthetic flight training device; and

d) have demonstrated to the satisfaction of the CAO.IRI the ability to perform competently the duties of a flight navigator examiner.

FCL.2145.FN Privileges and limitations

a) Subject to paragraph FCL.2145.FN(b), the holder of a flight navigator examiner rating is authorised to:

1) exercise all the privileges of the flight navigator instructor rating; and

2) conduct flight tests for the issue of flight navigator licences; and

3) conduct flight tests for the issue of flight navigator type ratings on type for which an appropriate examiner type rating is held.

b) To exercise the privileges of a flight navigator examiner rating the holder shall:

1) hold a current flight navigator licence with a type rating for the appropriate aircraft; and

2) conduct the flight tests within an organisation operating under an air operator certificate, where the certificate authorises the holder to conduct flight navigator training and assessment.

3) within the immediately preceding 12 months, have demonstrated to the satisfaction of the CAO.IRI the ability to perform competently the duties of a flight navigator examiner.
FCL.2150.FN Currency requirements

a) Except as provided in paragraph FCL.2150.FN(b), the holder of a flight navigator examiner rating shall not exercise the privileges of that rating unless, within the immediately preceding 3 years, they have demonstrated to the CAO.IRI competence to exercise the privileges of that rating.

b) A person who satisfies the requirements of paragraph FCL.2150.FN(a) within 6 calendar months before the date on which it is required is deemed to have completed the requirements on the required date.

c) Except for flight navigator who have demonstrated language proficiency at ICAO level 6 the language proficiency endorsement shall be re-evaluated every:
   
   i. 3 years, if the level demonstrated is ICAO level 4; or
   
   ii. 6 years, if the level demonstrated is ICAO level 5.
Appendix A to Part Flight Navigator—Test Requirements for Flight Navigator Certificate

a) Demonstration of skill. An applicant will be required to pass practical tests on the prescribed subjects. These tests may be given by CAO.IRI inspectors and designated flight navigator examiners.

b) The examination. The practical examination consists of a ground test and a flight test as itemized on the examination check sheet. Each item must be completed satisfactorily in order for the applicant to obtain a passing grade. Items 5, 6, 7 of the ground test may be completed orally, and items 17, 22, 23, 34, 36, 37, 38, and 39 of the flight test may be completed by an oral examination when a lack of ground facilities or navigation equipment makes such procedure necessary. In these cases, a notation to that effect shall be made in the “Remarks” space on the check sheet.

c) Examination procedure.

1) An applicant will provide an aircraft in which celestial observations can be taken in all directions. Minimum equipment shall include a table for plotting, a drift meter or absolute altimeter, an instrument for taking visual bearings, and a radio direction finder.

2) More than one flight may be used to complete the flight test and any type of flight pattern may be used. The test will be conducted chiefly over water whenever practicable, and without regard to radio range legs or radials. If the test is conducted chiefly over land, a chart should be used which shows very little or no topographical and aeronautical data. The total flight time will cover a period of at least four hours. Only one applicant may be examined at one time, and no applicant may perform other than navigator duties during the examination.

3) When the test is conducted with an aircraft belonging to an air carrier, the navigation procedures should conform with those set forth in the carrier's operations manual. Items of the flight test which are not performed during the routine navigation of the flight will be completed by oral examination after the flight or at times during flight which the applicant indicates may be used for tests on those items. Since in-flight weather conditions, the reliability of the weather forecast, and the stability of the aircraft will have considerable effect on an applicant's performance, good judgment must be used by the agent or examiner in evaluating the tests.

d) Ground test. For the ground test, in the order of the numbered items on the examination check sheet, an applicant will be required to:

1) Identify without a star identifier, at least six navigational stars and all planets available for navigation at the time of the examination and explain the method of identification.

2) Identify two additional stars with a star identifier or sky diagrams and explain identification procedure.
3) Precompute a time-altitude curve for a period of about 20 minutes and take 10 single observations of a celestial body which is rising or setting rapidly. The intervals between observations should be at least one minute. Mark each observation on the graph to show accuracy. All observations, after corrections, shall plot within 8 minutes of arc from the time-altitude curve, and the average error shall not exceed 5 minutes of arc.

4) Take and plot one 3-star fix and 3 LOP's of the sun. Plotted fix or an average of LOP's must fall within 5 miles of the actual position of the observer.

5) Demonstrate or explain the compensation and swinging of a liquid-type magnetic compass.

6) Demonstrate or explain a method of aligning one type of drift meter.

7) Demonstrate or explain a method of aligning an astro-compass or periscopic sextant.

e) Flight test. For the flight test, in the order of the numbered items on the examination check sheet, an applicant will be required to:

1) Demonstrate his ability to read weather symbols and interpret synoptic surface and upper air weather maps with particular emphasis being placed on winds.

2) Prepare a flight plan by zones from the forecast winds or pressure data of an upper air chart and the operator's data.

3) Compute from the operator's data the predicted fuel consumption for each zone of the flight, including the alternate.

4) Determine the point-of-no-return for the flight with all engines running and the equitme point with one engine inoperative. Graphical methods which are part of the company's operations manual may be used for these computations.

5) Prepare a cruise control (howgozit) chart from the operator's data.

6) Enter actual fuel consumed on the cruise control chart and interpret the variations of the actual curve from the predicted curve.

7) Check the presence on board and operating condition of all navigation equipment. Normally a check list will be used. This check will include a time tick or chronometer comparison. Any lack of thoroughness during this check will justify this item being graded unsatisfactory.

8) Locate emergency equipment, such as, the nearest fire extinguisher, life preserver, life rafts, exits, axe, first aid kits, etc.

9) Recite the navigator's duties and stations during emergencies for the type of aircraft used for the test.
10) Demonstrate the proper use of a flux gate compass or gyrosyn compass (when available), with special emphasis on the caging methods and the location of switches, circuit breakers, and fuses. If these compasses are not part of the aircraft's equipment, an oral examination will be given.

11) Be accurate and use good judgment when setting and altering headings. Erroneous application of variation, deviation, or drift correction, or incorrect measurement of course on the chart will be graded as unsatisfactory.

12) Demonstrate or explain the use of characteristics of various chart projections used in long-range air navigation, including the plotting of courses and bearings, and the measuring of distances.

13) Demonstrate ability to identify designated landmarks by the use of a sectional or WAC chart.

14) Use a computer with facility and accuracy for the computation of winds, drift correction and drift angles, ground speeds, ETA's, fuel loads, etc.

15) Determine track, ground speed, and wind by the double drift method. When a drift meter is not part of the aircraft's equipment, an oral examination on the use of the drift meter and a double drift problem shall be completed.

16) Determine ground speed and wind by the timing method with a drift meter. When a drift meter is not part of the aircraft's equipment, an oral examination on the procedure and a problem shall be completed.

17) Demonstrate the use of air plot for determining wind between fixes and for plotting pressure lines of position when using pressure and absolute altimeter comparisons

18) Give ETA's to well defined check points at least once each hour after the second hour of flight. The average error shall not be more than 5 percent of the intervening time intervals, and the maximum error of any one ETA shall not be more than 10 percent.

19) Demonstrate knowledge and use of D/F equipment and radio facility information. Grading on this item will be based largely on the applicant's selection of those radio aids which will be of most value to his navigation, the manner with which he uses equipment, including filter box controls, and the precision with which he reads bearings. The aircraft's compass heading and all compass corrections must be considered for each bearing.

20) Use care in tuning to radio stations to insure maximum reception of signal and check for interference signals. Receiver will be checked to ascertain that antenna and BFO (Voice-CW) switches are in correct positions.

21) Identify at least three radio stations using International Morse code only for identification. The agent or examiner will tune in these stations so that the applicant will have no knowledge of the direction, distance, or frequency of the stations.
22) Take at least one radio bearing by manual use of the loop. The agent or examiner will check the applicant's bearing by taking a manual bearing on the same station immediately after the applicant.

23) Show the use of good judgment in evaluating radio bearings, and explain why certain bearings may be of doubtful value.

24) Determine and apply correctly the correction required to be made to radio bearings before plotting them on a Mercator chart, and demonstrate the ability to plot bearings accurately on charts of the Mercator and Lambert conformal projections.

25) Compute the compass heading, ETA, and fuel remaining if it is assumed that the flight would be diverted to an alternate airport at a time specified by the agent or examiner.

26) [Reserved]

27) Demonstrate the ability to properly operate and read an absolute altimeter.

28) Determine the “D” factors for a series of compared readings of an absolute altimeter and a pressure altimeter.

29) Determine drift angle or lateral displacement from the true heading line by application of Bellamy’s formula or a variation thereof.

30) Interpret the altimeter comparison data with respect to the pressure system found at flight level. From this data evaluate the accuracy of the prognostic weather map used for flight planning and apply this analysis to the navigation of the flight.

31) Interpret single LOP's for most probable position, and show how a series of single LOP's of the same body may be used to indicate the probable track and ground speed. Also, show how a series of single LOP's (celestial or radio) from the same celestial body or radio station may be used to determine position when the change of azimuth or bearing is 30° or more between observations.

32) Select one of the celestial LOP’s used during the flight and explain how to make a single line of position approach to a point selected by the agent or examiner, giving headings, times, and ETA’s.

33) Demonstrate the proper use of an astro-compass or periscopic sextant for taking bearings.

34) Determine compass deviation as soon as possible after reaching cruising altitude and whenever there is a change of compass heading of 15° or more.

35) Take celestial fixes at hourly intervals when conditions permit. The accuracy of these fixes shall be checked by means of a radio or visual fix whenever practicable. After allowing for the probable error of a radio or visual fix, a celestial fix under favorable conditions should plot within 10 miles of the actual position.
36) Select celestial bodies for observation, when possible, whose azimuths will differ by approximately 120° for a 3-body fix and will differ by approximately 90° for a 2-body fix. The altitudes of the selected bodies should be between 25° and 75° whenever practicable.

37) Have POMAR and any other required reports ready for transmission at time of schedule, and be able to inform the pilot in command promptly with regard to the aircraft's position and progress in comparison with the flight plan.

38) Keep a log with sufficient legible entries to provide a record from which the flight could be retraced.

39) Note significant weather changes which might influence the drift or ground speed of the aircraft, such as, temperature, “D” factors, frontal conditions, turbulence, etc.

40) Determine the wind between fixes as a regular practice.

41) Estimate the time required and average ground speed during a letdown, under conditions specified by the pilot in command.

42) Work with sufficient speed to determine the aircraft's position hourly by celestial means and also make all other observations and records pertinent to the navigation. The applicant should be able to take the observation, compute, and plot a celestial LOP within a time limit of 8 minutes; observe the absolute and pressure altimeters and compute the drift or lateral displacement within a time limit of 3 minutes.

43) Be accurate in reading instruments and making computations. Errors which are made and corrected without affecting the navigation will be disregarded unless they cause considerable loss of time.

44) An uncorrected error in computation (including reading instruments and books) which will affect the reported position more than 25 miles, the heading more than 3°, or any ETA more than 15 minutes will cause this item to be graded unsatisfactory.

45) Be alert to changing weather or other conditions during flight which might affect the navigation. An applicant should not fail to take celestial observations just prior to encountering a broken or overcast sky condition; and he should not fail to take a bearing on a radio station, which operates at scheduled intervals and which would be a valuable aid to the navigation.

46) Show a logical choice and sequence in using the various navigation methods according to time and accuracy, and check the positions determined by one method against positions determined by other methods.

47) Use a logical sequence in performing the various duties of a navigator and plan work according to a schedule. The more important duties should not be neglected for others of less importance.
Appendix B to Part Flight Navigator—Flight Navigator Training Course Requirements

a) Training course outline

1) Format. The ground course outline and the flight course outline shall be combined in one loose leaf binder and shall include a table of contents, divided into two parts: ground course and flight course. Each part of the table of contents must contain a list of the major subjects, together with hours allotted to each subject and the total classroom and flight hours.

2) Ground course outline.

i. It is not mandatory that a course outline have the subject headings arranged exactly as listed in this paragraph. Any arrangement of general headings and subheadings will be satisfactory provided all the subject material listed here is included and the acceptable minimum number of hours is assigned to each subject. Each general subject shall be broken down into detail showing items to be covered.

ii. If any agency desires to include additional subjects in the ground training curriculum, such as international law, flight hygiene, or others which are not required, the hours allotted these additional subjects may not be included in the minimum classroom hours.

iii. The following subjects with classroom hours are considered the minimum coverage for a ground training course for flight navigators:

<table>
<thead>
<tr>
<th>Subject</th>
<th>Classroom hours</th>
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<tbody>
<tr>
<td>CAO.IRI regulation</td>
<td>5</td>
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<tr>
<td>To include the regulations of this chapter that apply to flight navigator</td>
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<tr>
<td>Meteorology</td>
<td>40</td>
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<tr>
<td>To include:</td>
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<td>Basic weather principles.</td>
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<td>Temperature</td>
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<td>Pressure</td>
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<td>Winds</td>
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<td>Moisture in the atmosphere.</td>
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<td>Stability</td>
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<td>Clouds</td>
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<td>Thunderstorms</td>
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<td>World weather and climate</td>
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<td>Weather maps and weather reports</td>
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<td>Forecasting</td>
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<td>International Morse code:</td>
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<td>Ability to receive code groups of letters and numerals at a speed of eight words per minute</td>
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<td>Navigation instruments (exclusive of radio and radar)</td>
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<td>To include:</td>
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<td>Compasses</td>
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<td>Pressure altimeters</td>
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<td>Airspeed indicators</td>
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<td>Flight planning and cruise control</td>
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<td>Methods of cruise control.</td>
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<td>Equitime point.</td>
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<td>Long-range flight problems</td>
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<tr>
<td>Total (exclusive of final examinations)</td>
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</table>

3) Flight course outline.

   i. A minimum of 150 hours of supervised flight training shall be given, of which at least 50 hours of flight training must be given at night, and celestial navigation must be used during flights which total at least 125 hours.
ii. A maximum of 50 hours of the required flight training may be obtained in acceptable types of synthetic flight navigator training devices.

iii. Flights should be at least four hours in length and should be conducted off civil airways. Some training on long-range flights is desirable, but is not required. There is no limit to the number of students that may be trained on one flight, but at least one astrodrome or one periscopic sextant mounting must be provided for each group of four students.

iv. Training must be given in dead reckoning, pilotage, radio navigation, celestial navigation, and the use of the absolute altimeter.

b) Equipment.

1) Classroom equipment shall include suitable equipment for training purpose for student(s).

2) Aircraft suitable for the flight training must be available to the approved course operator to insure that the flight training may be completed without undue delay.

The approved course operator may contract or obtain written agreements with aircraft operators for the use of suitable aircraft. A copy of the contract or written agreement with an aircraft operator shall be attached to each of the course outline submitted for approval. In all cases, the approved course operator is responsible for the nature and quality of instruction given during flight.

c) Instructors.

1) Sufficient classroom instructors must be available to prevent an excessive ratio of students to instructors. Any ratio in excess of 20 to 1 will be considered unsatisfactory.

2) At least one ground instructor must hold a valid flight navigator certificate, and be utilized to coordinate instruction of ground school subjects.

3) Each instructor who conducts flight training must hold a valid flight navigator certificate.

d) Revision of training course.

1) Requests for revisions to course outlines, facilities, and equipment shall follow procedures for original approval of the course. Revisions should be submitted in such form that an entire page or pages of the approved outline can be removed and replaced by the revisions.

2) The list of instructors may be revised at any time without request for approval, provided the minimum requirement of paragraph (e) of this section is maintained.

e) Credit for previous training and experience.
1) Credit may be granted by an operator to students for previous training and experience which is provable and comparable to portions of the approved curriculum. When granting such credit, the approved course operator should be fully cognizant of the fact that he is responsible for the proficiency of his graduates in accordance with subdivision (i) of paragraph (3) of this section.

2) Where advanced credit is allowed, the operator shall evaluate the student's previous training and experience in accordance with the normal practices of accredited technical schools. Before credit is given for any ground school subject or portion thereof, the student must pass an appropriate examination given by the operator. The results of the examination, the basis for credit allowance, and the hours credited shall be incorporated as a part of the student's records.

3) Credit up to a maximum of 50 hours toward the flight training requirement may be given to pilots who have logged at least 500 hours while a member of a flight crew which required a certificated flight navigator or the Armed Forces equivalent. A similar credit may also be given to a licensed deck officer of the Maritime Service who has served as such for at least one year on ocean-going vessels. One-half of the flight time credited under the terms of this paragraph may be applied toward the 50 hours of flight training required at night.

f) Students records and reports. Approval of a course shall not be continued in effect unless the course operator keeps an accurate record of each student, including a chronological log of all instruction, subjects covered and course examinations and grades, and unless he prepares and transmits to the responsible Flight Standards office, a report containing the following information for:

1) The names of all students graduated, together with their school grades for ground and flight subjects.

2) The names of all students failed or dropped, together with their school grades and reasons for dropping.

g) Quality of instruction. Approval of a course shall not be continued in effect unless at least 80 percent of the students who apply within 90 days after graduation are able to qualify on the first attempt for certification as flight navigators.

h) Statement of graduation. Each student who successfully completes an approved flight navigator course shall be given a statement of graduation.

i) Inspections. Approved course operations will be inspected by authorized representatives of the CAO.IRI as often as deemed necessary to insure that instruction is maintained at the required standards, but the period between inspections shall not exceed 12 months.

j) Change of ownership, name, or location

1) Change of ownership. Approval of a flight navigator course shall not be continued in effect after the course has changed ownership. The new owner must obtain a new approval by following the procedure prescribed for original approval.
2) *Change in name.* An approved course changed in name but not changed in ownership shall remain valid if the change is reported by the approved course operator to CAO.IRI. A letter of approval under the new name will be issued by the CAO.IRI.

3) *Change in location.* An approved course shall remain in effect even though the approved course operator changes location if the change is reported without delay by the operator to CAO.IRI which will inspect the facilities to be used. If they are found to be adequate, a letter of approval showing the new location will be issued by the CAO.IRI.

k) *Cancellation of approval.*

1) Failure to meet or maintain any of the requirements set forth in this section for the approval or operation of an approved flight navigator course shall be considered sufficient reason for cancellation of the approval.

2) If an operator should desire voluntary cancellation of his approved course, he should submit the effective letter of approval and a written request for cancellation to the CAO.IRI.

l) *Duration.* The authority to operate an approved flight navigator course shall expire 24 months after the last day of the month of issuance.

m) *Renewal.* Application for renewal of authority to operate an approved flight navigator course may be made by letter to the CAO.IRI at any time within 60 days before to the expiration date. Renewal of approval will depend upon the course operator meeting the current conditions for approval and having a satisfactory record as an operator.