

JAA LICENSING SECTORIAL TEAM



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JAA Sectorial Team on Licensing Requirements, JAR-FCL

Comment/Response Document NPA-FCL 4 – 18 (Flight Engineers)

Comment number	Commentator	Proposed text/comment	Reason(s) for proposed text/comment	Response
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General

002	CAA Denmark	This NPA does not give rise to any comments from the CAA -Denmark		Noted.
006	LFV Sweden	This NPA does not give rise to any comments from the LFV Sweden		Noted.

JAR-FCL 4.025 (b)

007	CAA UK	Replace proposed text with: "When issuing or revalidating/renewing a rating, the Authority may extend the validity period of the rating until the end of the month in which the validity would otherwise expire."	see NPA FCL 1-16, comment to the same effect	Accepted, but with the following text change : <i>(b) Validity of the licence and revalidation of a rating.</i> (1) The validity of the licence is determined by the validity of the ratings contained therein and the medical certificate (see IEM FCL 1.025). (2) When issuing or revalidating / renewing a rating, the Authority may extend the validity period of the rating until the end of the month in which the validity would otherwise expire, that date remains the expiry date of the rating.
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JAR-FCL 4.065 (b)

008	DGAC France	propose different text, see text below	see NPA FCL 1-16, comment to the same effect	Accepted, with the following amendment to JAR-FCL 1.065 as mentioned below.
<p>(b) In circumstances acceptable by the authority of one JAA Member State, and when the requirements of paragraph (a) above are not completed under the authority of that State by an applicant, an agreement may be made with another JAA Member State to complete the training and testing under the authority of that other member state.</p> <p>Any such agreement shall allow credit for:</p> <ul style="list-style-type: none"> (i) theoretical knowledge training and examinations; (ii) medical examination and assessment; (iii) flight training and testing, <p>This credit must be acceptable by that other Member State to complete the required training and testing for this applicant in order to issue the licence.</p>		<p><i>(a) An applicant shall demonstrate the satisfactory completion of all requirements for licence issue to the Authority of the "State of licence issue"</i></p> <p><i>(b) In circumstances agreed by both Authorities, an applicant who has commenced training under the responsibility of one Authority may be permitted to complete the requirements under the responsibility of the other Authority.</i></p> <p><i>The agreement shall allow for :</i></p> <ul style="list-style-type: none"> <i>(1) theoretical knowledge training and examinations;</i> <i>(2) medical examination and assessment;</i> <i>(3) flight training and testing,</i> <p><i>The Authorities shall agree the State of Licence issue.</i></p>		

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Appendix 2 to JAR-FCL 4.240 4 (d)

001	S.E.O.T. Flight Engineers' Association, Spain	the qualifications and previous line operating experience of the pilot flight engineer under training; and	Since the Appendix is dealing with F/E type rating the text should be adjusted accordingly	Accepted, change to "engineer" .
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Appendix 2 to JAR-FCL 4.240 table

003	Air Contractors Ireland Ltd	2.5.3 proposal: delete comment: leave as is	This is accepted by IAA for F/Es and is part of the IAA requirement	Accepted, already deleted
004	Air Contractors Ireland Ltd	3.6.1 different layout and omission of fire drills for cabin, cargo compartment and wing fires	This has been agreed and accepted by IAA as more comprehensive than that proposed by JAR	Rejected.
005	Air Contractors Ireland Ltd	5.6 Landing with two engines simulated inoperative Insert: "not two engine aircraft"	no reason given	Rejected.