

Comment/Response Document NPA-FCL-6

Comment number	Commentator	Comment	Response
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Appendix 1 to JAR-FCL 2.005

000003	CAA Belgium	In Appendix 1 to JAR-FCL 2.005 is a reference to para. 15 to Appendix 1 to JAR-FCL 2.005, but this does not exist.	Covered by an editorial change. (FCL/C)
000004	CAA Belgium	ATPL(H) > 1000 on MPH and ATPL(H) > 500 on MPH, do these hours have to be done under IFR or VFR	Covered, it is the total flight hours experience. No specific reference to IFR or VFR. Will be clarified with text change as part of NPA-FCL-8 (FCL/C)
000029	CAA UK	After “75 hrs instrument time”, add” on aeroplanes and helicopters”	Proposed addition in box (2)(j) accepted, but text only “ on helicopters”. (NPA-FCL-5, com. 84)
000030	CAA UK	Delete 75 hours and replace 45 hours for JAR-FCL PPL.	Rejected. Average hours for a PPL in JAA Member States 55-65 hrs. Allowing for differences in the different new JAA Member States, 75 hours is considered suitable. (NPA-FCL-5, com. 85)
000012	DGAC France	In box (3)(ii) amend existing text to read : “ Have demonstrated ICAO ATPL level knowledge in the JAA Member State of licence issue.”	Accepted, for alignment with JAR-FCL 1. New text in box (1)(d) : “CPL/IR(H) and passed an ICAO ATPL(H) theory test in the JAA Member State of licence issue”. (FCL/C)
000052	DGAC France	Amend para. (a) to read : “ complete, as a proficiency check, the type and/or IR rating revalidation requirements of JAR-FCL 1.245 relevant to the privileges of the licence held.”	Accepted, new text in para. (1)(a) after “the type” : “..and instrument rating (IR, if applicable) revalidation requirements of JAR-FCL 2.245(b).....”. (NPA-FCL-5, com. 32)
000053	DGAC France	Delete JAR-OPS 3 in para. (1)(a) to read JAR-OPS	Rejected, as licence includes privileges to operate in accordance with JAR-OPS 3. (NPA-FCL-5, com 33)

000054	DGAC France	<p>Add the following text to the boxes (4)(i) and (5)(l).</p> <p>In (4)(i) add “for instrument rating restricted to PPL”.</p> <p>In (5)(i), add “demonstrate to the Authority a knowledge of flight performance and planning as required by AMC FCL 1.470(c).”</p>	<p>Accepted, to avoid inconsistency.</p> <p>(NPA-FCL-5, com 34)</p>
000055	DGAC France	<p>Proposal to amend table, para 3. Replace text in box 2 by “3 years recent experience as SFI acceptable to the Authority”.</p>	<p>Accepted, text changes as in comment.</p> <p>(NPA-FCL-5, com. 35)</p>
000015	LFV Sweden	<p>Additional column required for CPL/IR pilots having passed ATPL theory but having no experience on MP aircraft.</p>	<p>Rejected, not in NPA-FCL-6. If further discussion is required, a working paper must be provided.</p> <p>(NPA-FCL-5, com. 43)</p>
000016	LFV Sweden	<p>PPL/IR. Replace “75 hours instrument time” by “IFR” in box (2)(i).</p>	<p>Accepted, UK and military pilots need internal arrangements to relate instrument time to IFR.</p> <p>(NPA-FCL-5, com. 44)</p>
000050	SNPL France	<p>Table in para. 3 :</p> <p>(1) Replace existing text in box 2 : “ 3 years recent experience acceptable to the Authority”</p> <p>(2) Add text in box 4 : “ SFI restricted to static instruction if the holder has not a professional pilot licence and/or no flight multi-pilot experience”</p>	<p>(1) Accepted, text change as in comment.</p> <p>(2) Rejected, contrary to grand father’s rights (see JAR-FCL 2.005(b)(2))</p> <p>(NPA-FCL-5, com 56)</p>

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000028	CAA UK	In para. 1 delete existing subpara. (a) and substitute: (a)(i) complete as a proficiency check the type rating revalidation requirements of JAR-FCL 1.245(b)(1) appropriate to the licence privileges held. (a)(ii) for PPL only the proficiency check shall include from Appendix 2 to JAR-FCL 2.135 (Content of the skill test for the issue of a PPL(H) item (e) of section 5, use of radio navigation aids.	Change to para 1(a)(i) accepted. Change to para 1(a)(ii) rejected, not relevant for helicopters. But, an addition in box (3)(j) : “ demonstrate the use of radio navigation aids” (NPA-FCL-5, com. 83)
000067	LBA Germany	Appendix 1 to JAR-FCL 2.005(d) should give more detailed information regarding holders of an ATPL(H) with or without IR privileges.	Accepted, covered by a working paper. Text changes will be part of NPA-FCL-8. (FCL/C)
000068	LBA Germany	Add to para. 3 for the SFI authorisation : “ have completed the applicable type rating course including MCC on a flight simulator qualified according to JAR-STD(H).	Rejected, not a part of NPA-FCL-6. If further discussion is required a working paper must be provided. (FCL/C)
000045	IFALPA	Para 3 : column 4 addition for SFIs with 3 years experience (without professional licence)	Rejected, not in NPA-FCL-5. If further discussion is required, a working paper must be provided. (NPA-FCL-5, com. 101)

JAR-FCL 2.035

000022	CAA Denmark	Delete “or” after brackets and change the following text to read : When the limitation requires a safety pilot to be carried for private pilots, the Authority....”	Covered, since this requirement is removed from JAR-FCL 2. (FCL/C)
000006	CAA Belgium	Add in para. c line 12 : see Appendix 1 to JAR-FCL 2.035.	As above. (FCL/C)
000017	LFV Sweden	Para. c line 10 : The compound “pilot-in-command” should be reduced to “pilot” only.	As above. (FCL/C)

000076	LBA Germany	Proposal to delete in JAR-FCL 2.035 (c) the last sentence regarding safety pilot and the IEM FCL 2.035 accordingly.	As above. (FCL/C)
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Appendix 1 to JAR-FCL 2.035

000070	LBA Germany	Delete this requirement	Accepted, requirement removed. (FCL/C)
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Note : Appendix 1 to JAR-FCL2.035 is deleted.

Appendix 1 to JAR-FCL 2.055

000031	CAA UK	Para 3. : delete from last sentence “ ..forced ...” insert “ obliged...”, and delete “ ..inspections ...” and insert “ ...processing the application for approval..”.	Accepted, rewording of para. 3 last sentence in accordance with comment. (NPA-FCL-5, com. 86)
000032	CAA UK	“MEL” should be added to IEM 2.001	Accepted, also add to this paragraph : “AFM” Add in para 35 (b) after “ Allowable deficiencies”, “based on MMEL if available” (NPA-FCL-5, com. 87)
000013	FlightSafety International USA	Deletion of para. 2 (a)	Rejected, not part of NPA-FCL-6. (NPA-FCL-5, com. 78)
000014	FlightSafety International USA	Deletion of para. 2 (b)	Rejected, the FCL Committee agreed not to delete this paragraph. (NPA-FCL-5, com. 79)
000051	FAA USA	Deletion of para. 2 (a) and (b)	Rejected, same as above (NPA-FCL-5, com. 41)
000056	DGAC France	Helicopters shall be operated in accordance with allowable deficiencies listed in approved operations manual.	Accepted, see response to comment 000032 (NPA-FCL-5, com. 37)

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000069	LBA Germany	Para. 18 last sentence "except for SFIs having an authorisation according to item 3 of Appendix 1 to JAR-FCL 2.005 "should be deleted	Accepted, rewrite text of para. 18 and para. 15 of Appendix 2 to JAR-FCL 2.055 for clarification with regard to the privileges of a FI(H). (Also applicable for Aeroplane document ?) (FCL/C)
000060	British Aerospace Flight Training Ltd UK	Retain para. 2 (b)	Accepted, the FCL Committee decided to retain para. 2. (b) in JAR-FCL (NPA-FCL-5, com. 20)
000074	LBA Germany	(1) Headline of para. 25 should read : "Training and testing helicopters (2) Add in para. 25 the following sentence : " For flight training and testing for IR(H) an adequate number of IFR certificated helicopters shall be available"	(1) Accepted, editorial (2) Accepted, text changed as in comment. (FCL/C)
000065	BMV Germany	Add in para. 3 : " for an approval outside JAA Member States..."	Accepted, add text as in comment in last sentence of para. 3 after "to grant an approval " (NPA-FCL-5, com. 140)
000041	CAA UK	Delete" ...flying..." from sentence in Appendix 1 to JAR-FCL 2.055 para. 9. and Appendix 2 to JAR-FCL 2.005 para. 8.	Accepted, editorial change. (NPA-FCL-5, com. 95)

Appendix 2 to JAR-FCL 2.055

000075	LBA Germany	Add in para. 21 at the end of the first sentence : "..., and shall be IFR certificated (if applicable)".	Accepted, text change as in comment. (FCL/C)
000066	BMV Germany	Add in para. 3 : " for an approval outside JAA Member States..."	Accepted, add text as in comment in last sentence of para. 3 after "to grant an approval " (NPA-FCL-5, com 141)

000062	British Aerospace Flight Training Ltd. UK	Delete para 2 (a) and (b)	Deletion of para. 2 (a) rejected, not part of NPA-FCL-6. Deletion of para. 2 (b) in Appendix 2 to JAR-FCL 2.055 accepted. (NPA-FCL-5, com. 22)
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AMC No. 1 to JAR-FCL 2.055

000061	British Aerospace Flight Training Ltd UK	Change to para 2. “ Applications from FTOs for approval to conduct approved training outside JAA Member States will be administered...”	Covered by text change as comment no. 000034 (NPA-FCL-5, com. 21)
000034	CAA UK	New proposed text	See following text (NPA-FCL-5, com. 89) (Also applicable for Aeroplane document , see para. 3 bold text ?) (FCL/C)
<p><i>Para 1:</i> retain text in NPA 6. <i>Para 2:</i> proposed changed text not accepted. Amended text from the NPA was agreed as follows: para 9 to Appendix 1 to JAR-FCL 2.055 Training outside JAA Member States: “Training for JAR-FCL licences and ratings may be conducted in non-JAA Member States. Applications from FTOs located in JAA Member States for approval to conduct training outside JAA Member States will be administered in the same way as applications for training in JAA Member States. Provided that.....” to end of paragraph unchanged. Para 3: rejected, retain text in NPA. But delete “..Phase 3 of.. “ and “..Phase 4 of..”. <i>Para 6:</i> accepted, in place of paras 4 and 5 in NPA 6, to read: 4. The skill test for the instrument rating is to be taken in the JAA Member States of the Authority that approves the training. An FTO providing approved training for the instrument rating outside JAA Member States will need to make arrangements for the approved course to include acclimatisation flying in the JAA Member State of the approving Authority prior to any student taking the IR skill test. These arrangements are to include administrative arrangements for the skill test. Para 6 in the NPA becomes 5 and remains unchanged.</p>			
000058	DGAC France	Addition to last sentence of para. 3 : “ ...shall be taken in the State of licence issue.”	Rejected, not justified. (NPA-FCL-5, com. 38)
000044	IFALPA	Delete second part of para. 6.	Covered by incorporating text into Appendix 1 to JAR-FCL 2.055. (FCL/C)

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000046	IFALPA	(1) Change in para. 5 : "skill test taken in the JAA Member State" into " a JAA Member State" (2) Change in para. 6. : " the State of licence issue" into " a JAA Member State"	(1) Rejected (2) Rejected (NPA-FCL-5, com. 102)
000033	CAA UK	Para. 2 first sentence delete : "...exactly...."	Covered by text change, see also comment 000034 (NPA-FCL-5, com. 88)
000018	LFV Sweden	The wording of para. 2 should be redressed in such a way that it is apparent that there is only one FTO responsible for a given training, even though this FTO makes training arrangements with another organisation	Covered by text change, see also comment 000034 (NPA-FCL-5, com. 46)
000019	LFV Sweden	The text in para.5 should be given the status of a requirement. (be part of section 1)	Accepted, this AMC will be part of Appendix 1 to JAR-FCL 2.055 (para. 9) (NPA-FCL-5, com. 47)

Note : *AMC No.1 to JAR-FCL 2.055 is deleted and amended text as a result of the comments is incorporated in Appendix 1 to JAR-FCL 2.055.*

AMC No. 2 to JAR-FCL 2.055

000035	CAA UK	This AMC should be an IEM.	Accepted, becomes an IEM, but reference remains in the requirements (NPA-FCL-5, com. 90)
000024	RAI Italy	Introduction of this AMC concerning financial evaluation in JAR-FCL is premature	Rejected, AMC retained while the requirement is current. (NPA-FCL-5, com. 77)
000042	CAA UK	Delete in para. 2 (a) : "..Details of:.." and insert " ..Details, as appropriate, of:.."	Accepted, editorial addition to text in comment. (NPA-FCL-5, com. 96)

AMC FCL 2.125

000009	CAA Belgium	In the title, between brackets (see Appendix 1 to JAR-FCL 2.125) and not 2.120	Accepted, editorial. (FCL/C)
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Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(1) and (a)(2)

000040	CAA UK	In para. 4 delete “...license..” and insert “...licence....”	Accepted, editorial. (FCL/C)
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Appendix 1 to JAR-FCL 2.205

000073	LBA Germany	Delete para. 11 from IR(H) modular course and insert this requirement in JAR-FCL 2.240 (a)(3) or 2.261(b)(3) as part of a type rating course for the first ME-IR(H) for holders of a SE-IR(H). The course shall be terminated with a skill test including IR(H) according to JAR-FCL (b) (1) or (2)	Accepted, text with editorial correction moved to JAR-FCL 2.240 (a)(3), as new created paragraph. (Also applicable for Aeroplane document ?) (FCL/C)
<p>Change in para. 11 :</p> <p>“ The holder of an IR(H) valid for single-engine helicopter type whising to extend the IR(H) to a multi-engine type, shall satisfactorily complete a course comprising at least 5 hours instruction in instrument flying in that type.</p> <p>Move the text to the new para. (a)(3) of JAR-FCL 2.240.</p> <p>Also an editorial correction in para. 14 of Appendix 1 to JAR-FCL 2.205.</p> <p>Delete : “ on either a multi-engine helicopter or a single-engine helicopter..” and insert “...in the helicopter type used during the course..”.</p> <p>This paragraph becomes para. 13 after renumbering.</p>			

JAR-FCL 2.235

000036	CAA UK	Para (c) : proposal for new text as follows: after “or a proficiency check”, add “in that variant”.	Accepted, changes to the text as proposed. (NPA-FCL-5, com. 91)
000047	IFALPA	Reduce the period of 2 years to 6 months.	Rejected, 2 years considered appropriate. (NPA-FCL-5, com. 103)

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AMC FCL 2.261(c)(2)

000071	LBA Germany	In para. 10 (flight training) a recommendation regarding the extension of IR(H) to further types is missing. Insert : “ Holders of IR(H) whising to extend the IR(H) to further type should have additionally 5 hours flight training on type according to IFR.	Covered by text change in comment 000073 (FCL/C)
000026	European Helicopter Association	Replace “aeroplane” by “helicopter” in para. 9.	Accepted, editorial (FCL/C)

IEM FCL 2.261(d)

000027	European Helicopter Association	Text changes to para. 1 and 3	Comment has been withdrawn by commentator.
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JAR-FCL 2.280

000057	DGAC France	Additional text to para. (a) (1) : “ ..of which not more than 200 hrs may be as cruise co-pilot.”	Not a part of NPA-FCL-6, comment has been withdrawn by commentator.
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JAR-FCL 2.285

000011	DGAC France	Amend para. (a) to read : “The holder of a CPL(H) and IR(H) issued in accordance with JAR-FCL 2.160 (c) and 2.195(b) satisfies the knowledge requirements for the issue of an ATPL(H)”	Rejected, covered by JAR-FCL 2.005 (a)(2). (FCL/C)
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JAR-FCL 2.300

000021	LFV Sweden	Delete added text	Rejected. The FCL Committee was not in favour of changing their philosophy regarding instructors not holding JAR-FCL ratings. (NPA-FCL-5, com. 49)
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000037	CAA UK	Para (a)(2)(iii) delete “..for..” and insert “...by...”.	Accepted, editorial (NPA-FCL-5, com. 92)
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Appendix 1 to JAR-FCL 2.300

000038	CAA UK	Revise proposed Appendix	The FCL Committee considered this already covered. If further consideration is required, a working paper will be needed. (NPA-FCL-5, com. 93)
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AMC FCL 2.355(a)(2)

000039	CAA UK	(1) Para (2): add “consecutive” before “...days”. (2) Para (3): add at beginning “Experienced FIs authorised to give instruction for the FI rating” (3) Para (4): 2nd line: after “seminar”, add “as approved by the Authority” and at end of para add “/IRI”. (4) Para (5):add at end “The Authority may select additional topics for inclusion in seminars from time to time.”	(1) Rejected. (2) Rejected. (3) Accepted, text change as in comment. (4) Accepted, with text change. Add subpara. (m) to para. 5 : “any additional topic selected by the Authority.” (NPA-FCL-5, com. 94)
000049	IFALPA	Agree	Noted.

JAR-FCL 2.370

000059	DGAC France	A new AMC to cover the refresher courses for TRIs. as mentioned in para. (a) (2)	Rejected, not in NPA-FCL-6. This is future work, working paper is required for refresher course for TRIs. (NPA-FCL-5, com. 40)
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JAR-FCL 2.435

000072	LBA Germany	Para. (a) and (b) delete : “..associated..” and insert “..helicopter...”	Accepted, text change as in comment. (FCL/C)
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Various

000025	Association of European Airlines	No comments to NPA-FCL-6.	Noted.
000002	Brintel Helicopters Ltd. UK	No comments.	Noted.
000001	CAA Monaco	No comments.	Noted.
000023	Swiss Air Force Switzerland	No actions to take.	Noted.

The comments related to JAR-FCL 2.080 and IEM FCL 2.080 are not dealt with and therefore not included in this Comment/Response document yet.