JAA LICENSING SECTORIAL TEAM

VERSION
15 March 2005
JAAC Adopted Version

* * *

Final Rule
NPA – FCL 19-1 (Aeroplane)

Section 1

Subpart A

GENERAL REQUIREMENTS

JAR–FCL 1.015 Acceptance of licences, ratings, authorisations, approvals or certificates

(See Appendix 3 to JAR-FCL 1.015)

New paragraph (b)(4) and new reference in the title.

(b) *Licences issued by non-JAA States*

(4) In circumstances where validation of a non-JAA licensed pilot is requested to fulfill specific tasks of finite duration in accordance with Appendix 3 to JAR-FCL 1.015, the Authority may validate such a licence for those tasks without the holder meeting the requirements of Appendix 1 to JAR-FCL 1.015.

Source :

TRSG proposal, see item 7.D. LST # 7 Full report.

> Amended by the LST (LST#11) after review of the consultation comments.

JAR–FCL 1.050 Crediting of flight time and theoretical knowledge
(See Appendix 1 to JAR-FCL 1.050)

New paragraphs (b)(5) and (b)(6)

(b) *Crediting of theoretical knowledge*

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

(2) The holder of the following licences will be exempted from the theoretical instruction and examination requirements provided they complete the revelant bridge instruction and pass the examination (see Appendix 1 to JAR–FCL 1.050).

(i) The holder of a helicopter licence for the issue of a PPL(A); or

(ii) the holder of an ATPL(H) not restricted to VFR for the issue of a CPL(A) or an ATPL (A); or

(iii) the holder of an ATPL(H) restricted to VFR or of a CPL(H) for the issue of a CPL(A).

(3) An applicant having passed the theoretical knowledge examination for an ATPL(A) is credited with the theoretical knowledge requirements for PPL(A), CPL(A) and IR(A).

(4) An applicant having passed the theoretical knowledge examination for CPL(A) is credited with the theoretical knowledge requirement for a PPL(A).

(5) An applicant having passed the theoretical knowledge examination in subject Human Performance for a CPL(A)/(H) is credited with the theoretical knowledge requirement in subject Human Performance for an IR(A) according to the pass standards set out in JAR-FCL 1.490.

(6) An applicant having passed the theoretical knowledge examination in subject Human Performance for an IR(A)/(H) is credited with the theoretical knowledge requirement in subject Human Performance for a CPL(A) according to the pass standards set out in JAR-FCL 1.490.

Source :

LSST(E) proposal # 2, see item 7.B. LST # 8 Full report.

> Amended by the LST (LST#11) after review of the consultation comments.

Appendix 1 to JAR–FCL 1.005
Minimum requirements for the issue of a JAR–FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State

Amendment to the PPL(A) row

National licence held	Total flying hours experience	Any further JAA requirements	Replacement JAR–FCL licence and conditions *(where applicable)*	Removal of conditions	
PPL(A)	~~75~~ **70** on aeroplanes	demonstrate the use of radio navigation aids	PPL(A)		(k)

Source :

LST # 10 meeting and JAA FAA IPL discussions

Appendix 3 to JAR-FCL 1.015
Validation of pilot licences of non-JAA States for specific tasks of finite duration
(See JAR-FCL 1.015)
(See Appendix 1 to JAR-FCL 1.015)

New Appendix

TEMPORARY VALIDATION / AUTHORISATION OF NON-JAA PILOT LICENCES FOR AEROPLANE MANUFACTURER´S PILOTS

1. A pilot license issued in accordance with ICAO Annex 1 by a non-JAA State, including an instructor rating or examiner authorisation issued by that State may be validated or otherwise authorised subject to conditions, for a maximum of 1 year, by a JAA Member State in order to permit flights to demonstrate, operate, ferry or test an aeroplane registered in that JAA Member State. When validating a licence under the provisions of this Appendix, the non-JAA licence holder may be exempt from the requirements for validation of a non-JAA licence contained in Appendix 1 to JAR-FCL 1.015, subject to the following conditions:

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

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

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

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

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

Source :

TRSG proposal, see item 7.D. LST # 7 Full report.

> Amended by the LST (LST#11) after review of the consultation comments.

Appendix 1 to JAR–FCL 1.050
Crediting of theoretical knowledge – Bridge instruction and examination syllabus
(See JAR–FCL 1.050)

Amendment of paragraph 1

[1. Holder of a helicopter licence for the issue of a PPL(A):

~~From AMC FCL 1.125 Syllabus of theoretical knowledge for the Private Pilot Licence (Aeroplane) all topics under the following subject heading:~~

~~Air Law; Aircraft General Knowledge; Flight Performance and Planning; Operational Procedures and Principles of flight.~~

~~Applicants shall pass a theoretical bridge examination in Air Law and ATC procedures as determined by the Authority and PPL(A) theoretical knowledge examinations in the other subjects (see JAR FCL 1.130).~~

1. For the issue of a PPL(A), the holder of an helicopter licence shall pass PPL(A) theoretical knowledge examinations (from AMC-FCL 1.125 Syllabus of theoretical knowledge for the Private Pilot Licence(Aeroplane)) in the following topics:

Aircraft General Knowledge; Flight Performance and Planning; Operational Procedures and Principles of Flight.

In addition, applicants shall pass a theoretical knowledge bridge examination in Air Law and ATC Procedures as determined by the Authority.

Source :

LSST(E) proposal # 1, see item 7.B. LST # 8 Full report.

Appendix 1a to JAR-FCL 1.055
Flying Training Organisations for pilot licences and ratings

Amendment to paragraph 11.

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

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

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

Source :

WP JAA LST # 31.

INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING

18 For flight training duties on a FTD and a FNPT I, instructors shall hold or have held 3 years prior to the first appointment, a professional pilot licence and rating(s), except for instructors having an authorisation according to item 3 and/or 4 of Appendix 1 to JAR–FCL 1.005, appropriate to the training courses they are appointed to conduct, and have had instructional training experience. For flight training duties on a flight simulator and/or FNPT II, instructors shall hold a FI(A), ***IRI(A),*** TRI(A) or CRI(A) rating or a SFI(A) ***or STI(A) or MCCI(A)*** authorisation ***relevant to the course the instructor is conducting*** .

Source :

WP JAA LST # 25 and LST Full # 8 report Item 8. F, and WP JAA LST # 65

> Amended by the LST (LST#11) after review of the consultation comments.

Appendix 1b to JAR-FCL 1.055
Partial Training outside JAA Member States

Amendment to paragraph (c)

Source :

JAA LST WP # 45a

> Proposed amendment deleted after review of the comments, but retained as LTE for 1 year, until 15 September 2005 !

Appendix 1 to JAR–FCL 1.075
Specifications for flight crew licences

Deletion from explanatory note.

Pages 5, 6 and 7:

For revalidation of proficiency checks for type, class and instrument ratings, the standard JAA licence format allows for these pages to have entries made in the licence by the examiner undertaking the proficiency checks. Alternatively, at the discretion of the Authority, revalidating entries may only be made by that Authority.

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

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

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

Source :

Item 8.H LST #7 Full report and WP JAA LST # 7b.

Section 1

Subpart C

PRIVATE PILOT LICENCE (AEROPLANE) – PPL(A)

JAR–FCL 1.120 Experience and crediting

Amendment to this paragraph

An applicant for a PPL(A) shall have completed at least 45 hours flight time as a pilot of aeroplanes; a total of 5 hours of this 45 hours may have been completed in a ***BITD (see Appendix 1 to JAR-FCL 1.125), a*** FNPT or a flight simulator. Holders of pilot licences or equivalent privileges for helicopters, microlight helicopters, gyroplanes and microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A).

Source :

WP FCL/C # 157, LST # 5 Full Report Item 6.a.

JAR–FCL 1.135 **Skill**
(See JAR–~~F~~CL 1.125(a))
(See Appendix 1 to JAR–~~F~~CL 1.130 & 1.135, ***and*** Appendix 2 to JAR–~~F~~CL 1.135 ~~and Appendix 1 and 3 to JAR–FCL 1.240)~~

Amendment to the references

Source :

WP JAA LST # 16

Appendix 1 to JAR–FCL 1.125
PPL(A) training course – Summary

New paragraph 4, others to be renumbered !

BASIC INSTRUMENT TRAINING DEVICES (BITD)

4. A BITD may be used for flight training for :

- ***flight by reference solely to instruments;***
- ***navigation using radio navigation aids (see exercises paragraph 3 above); and***
- ***basic instrument flight (see AMC FCL 1.125, exercises 18C and 19)***

The use of the BITD is subjected to the following:

- ***the training shall be complemented by exercises on an aeroplane;***
- ***the record of the parameters of the flight must be available; and***
- ***A FI(A) shall conduct the instruction.***

Source :

WP FCL/C # 157, LST # 5 Full Report Item 6.a.

Appendix 1 to JAR–FCL 1.130 & 1.135
Theoretical knowledge examination and skill test for the PPL(A)

Amendments to paragraphs 1 and 5.

THEORETICAL KNOWLEDGE EXAMINATION

1 ***The procedures for the conduct of the PPL examination will be determined by the Authority***. This examination shall be in written form and may be taken on one or more days at the discretion of the Authority and shall comprise nine Subjects as indicated below. ~~An examination paper may cover several Subjects.~~ ~~The total time shall not exceed 6 hours and~~ ***T***here shall be a total of at least 120 questions. ~~the following~~: An examination paper may cover several subjects:

Subject	~~**Time**~~	
Air Law and ATC Procedures	~~0h45~~	
Aircraft General Knowledge	~~0h30~~	
Flight Performance and Planning	~~1h00~~	**Subdivision of times is at the discretion of the Authority**
Human Performance and Limitations	~~0h30~~	
Meteorology	~~0h30~~	
Navigation	~~1h00~~	
Operational Procedures	~~0h30~~	
Principles of Flight	0h45	
Communications	~~0h30~~	
Total	6h00	

~~At the discretion of the Authority,~~ Communication practical classroom testing may be conducted ***a~~A~~t the discretion of the Authority.*** ~~separately~~.

2 The majority of the questions shall be multiple choice.

3 The examinations will be provided in the language(s) considered appropriate by the Authority. The Authority shall inform applicants of the language(s) in which the examinations will be conducted.

4 A pass in a Subject will be awarded to an applicant achieving at least 75% of the marks allocated to that Subject. Marks shall only be awarded for correct answers.

5 Subject to any other conditions in JAR–FCL , an applicant shall be deemed to have successfully completed the theoretical examinations for the PPL(A) when awarded a pass in all parts within a period of 12 ***18*** months, ***counted from the end of the calendar month when the applicant first attempted an examination.*** A pass in the theoretical knowledge examination will be accepted for the grant of the private pilot licence during the 24 months from the date of successfully completing the examinations.

Source:

WP JAA LST # 11, and Proposal from LSST(E), LST # 5 Full meeting item 10.b.

> Amended by the LST (LST#11) after review of the consultation comments.

Appendix 2 to JAR–FCL 1.135
Contents of the skill test for the issue of a PPL(A)

Amendment of Section 5, new item e.

SECTION 5 **ABNORMAL AND EMERGENCY PROCEDURES**	
This section may be combined with Sections 1 through 4.	
a	Simulated engine failure after take-off (SINGLE-ENGINE ONLY)
b	* Simulated forced landing (SINGLE-ENGINE ONLY)
c	Simulated precautionary landing (SINGLE-ENGINE ONLY)
d	Simulated emergencies
e	***Oral questions***

Source :

WP JAA LST # 16

Section 1

Subpart D

COMMERCIAL PILOT LICENCE (Aeroplane) – CPL(A)

JAR–FCL 1.150 Privileges and conditions

Amendment to paragraph (b)

(b) *Conditions*. An applicant for a CPL(A) who has complied with the conditions specified in JAR–FCL 1.140, 1.145 and 1.155 through 1.170 shall have fulfilled the requirements for the issue of ~~at least~~ a CPL(A) ~~containing~~ ***including at least*** the class/type rating for the aeroplane used ~~on~~ ***in*** the skill test and, if an instrument rating course and test completed in accordance with JAR-FCL 1 Subpart E are included, the instrument rating.

Source :

WP JAA LST # 16, Editorial

Appendix 1 to JAR–FCL 1.160 & 1.165(a)(1)
ATP(A) integrated course

Amendment to paragraphs 4 and 13 (e)(i)

4 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 ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR–FCL Subpart B. In the case of a PPL(A) ***or PPL(H)*** entrant, 50% of the ~~aeroplane~~ ***aircraft*** hours flown by the entrant prior to the course may be credited towards the required flight instruction (JAR-FCL 1.165(a)(1) and Appendix 1 to JAR-FCL 1.165(a)(1), paragraph 13) up to a credit of 40 hours flying experience or 45 hours if an aeroplane night flying qualification has been obtained, of which up to 20 hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 1.160 & 1.165(a)(1), phase 2 & 3) to be flown in a helicopter or a TMG up to a maximum of 20 hours.

.

.

Source :

WP JAA LST # 36 and LST # 8 report item 8. O.

FLYING TRAINING

13 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:

(a) 95 hours of dual instruction of which up to 55 hours may be instrument ground time;

(b) 100 hours as pilot-in-command including 50 hours VFR flight and 50 hours instrument flight time as student pilot-in-command (SPIC). (SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time);

(c) 50 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling 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 in aeroplanes shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and

(e) 115 hours of instrument time comprising:

(i) 50 hours of instrument flight instruction of which up to 25 hours may be instrument ground time in a FNPT I, or 40 hours if ~~all~~ the instrument ground training is conducted in an FNPT II or flight simulator. ***With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.***

(ii) 50 hours as SPIC; and

(iii) 15 hours multi-crew co-operation, for which a flight simulator or FNPT II may be used.

See AMC-FCL 1.160 & 1.165(a)(1) for the flight instruction syllabus.

Source :

WP JAA LST # 18, LST # 5 Full Report Item 6.b.

Appendix 1 to JAR–FCL 1.160 & 1.165(a)(2)
CPL(A)/IR integrated course

Amendment to paragraphs 4 and 12 (e)(i)

4 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 ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR–FCL Subpart B. In the case of a PPL(A) ***or PPL(H)*** entrant, 50% of the ~~aeroplane~~ ***aircraft*** hours flown by the entrant prior to the course may be credited towards the required flight instruction (JAR-FCL 1.165(a)(2) and Appendix 1 to JAR-FCL 1.165(a)(2), paragraph 12) up to a credit of 40 hours flying experience or 45 hours if an aeroplane night flying qualification has been obtained, of which up to 20 hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In the case of a student pilot who des not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual excercises (see AMC FCL 1.160 & 1.165(a)(2), phase 2 & 3) to be flown in a helicopter or a TMG up to a maximum of 20 hours.

.

Source :

WP JAA LST # 36 and LST # 8 report item 8. O.

FLYING TRAINING

12 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) 100 hours as pilot-in-command including 50 hours VFR flight and 50 hours instrument flight time as student pilot-in-command (SPIC). (SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time);

(c) 50 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling 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 in aeroplanes shall be completed at night comprising at least 3 hours of dual instruction including at least one hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and

(e) 100 hours of instrument time comprising:

(i) 50 hours of instrument flight instruction of which up to 25 hours may be instrument ground time in a FNPT I or 40 hours if ~~all~~ the instrument ground training is conducted in an FNPT II or flight simulator. ***With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.***

(ii) 50 hours as SPIC.

See AMC FCL 1.160 & 1.165(a)(2) for the flight instruction syllabus.

Source :

WP JAA LST # 18, LST # 5 Full Report Item 6.b.

Appendix 1 to JAR–FCL 1.160 & 1.165(a)(3)
CPL(A) integrated course

Amendment to paragraph 4

4 An applicant may be admitted to training either as an ab-initio entrant, or as the holder of a PPL(A) ***or PPL(H)*** issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR–FCL Subpart B. In the case of a PPL(A) ***or PPL(H)*** entrant, 50% of the ~~aeroplane~~ ***aircraft*** hours flown by the entrant prior to the course may be credited towards the required flight instruction (JAR-FCL 1.165(a)(3) and Appendix 1 to JAR-FCL 1.165(a)(3), paragraph 12) up to a credit of 40 hours flying experience, or 45 hours if an aeroplane night flying qualification has been obtained, of which up to 20 hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 1.160 & 1.165(a)(3), phase 2 & 3) to be flown in a helicopter or a TMG up to a maximum of 20 hours.

Source :

WP JAA LST # 36 and LST # 8 report item 8. O.

Appendix 1 to JAR-FCL 1.160 & 1.165 (a)84)

CPL(A) modular course

FLYING TRAINING

10 Applicants without an instrument rating shall be given at least 25 hours dual flight instruction (see AMC FCL 1.160 & 1.165(a)(4)), including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in ***a BITD or a*** FNPT I or II or a flight simulator (See AMC FCL 1.160 & 1.165(a)(4)). Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) may 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.

Source :

> LST Consultation comments review, comment 082.

Appendix 2 to JAR–FCL 1.170
Contents of the skill test for the issue of a CPL(A)

Amendment of Section 5, new item e.

SECTION 5 **ABNORMAL AND EMERGENCY PROCEDURES**	
This section may be combined with sections 1 through 4.	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions Including alternative landing gear extension, electrical and brake failure
c	Forced landing (simulated)
d	ATC liaison: compliance, R/T procedures
e	***Oral questions***

Source :

WP JAA LST # 16

Section 1

Subpart E

INSTRUMENT RATING (Aeroplane) – IR(A)

JAR–FCL 1.185 Validity, revalidation and renewal
(See JAR-FCL 1.246)

Deletion of paragraphs (c) and (d), and amendments to paragraphs (a), (b) and (e). Paragraph (e) renumbered to become (c).

(a) An IR(A) is valid for one year ***from the date of issue or renewal, or from the expiry date of a current IR(A) if revalidated in accordance with JAR-FCL 1.246(a)***. ~~If an IR(A) for a multi-engine aeroplane is to be revalidated the holder shall complete the instrument requirements of JAR–FCL 1.245(b)(1), which may be conducted in a flight simulator or FNPT II. If an IR(A) for single-engine aeroplanes is to be revalidated the holder shall complete, as a proficiency check, the skill test set out in Appendices 1 and 2 to JAR–FCL 1.210, except for Section 6.~~

(b) ~~If the IR(A) is valid for use in single-pilot operations, the revalidation shall be completed in either multi-pilot operations or single-pilot operations.~~ If the IR(A) is restricted for use in multi-pilot operations only, the revalidation ***or renewal*** shall be completed in multi-pilot operations.

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

~~(d) If the rating is to be renewed, the holder shall meet the requirements above and any additional requirements as determined by the Authority.~~

~~(e)~~***(c)*** If the IR(A) has not been revalidated/renewed within the preceding 7years, the holder will be required to retake the IR(A) theoretical knowledge examination ***and skill test in accordance with Appendix 1 to JAR-FCL 1.210***.

Source :

Item 8.H LST #7 Full report and WP JAA LST # 7b.

Appendix 1 to JAR–FCL 1.205
IR(A) – Modular flying training course

Amendment to paragraph 2.

2 An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), either licence to include the privileges to fly by night, issued in accordance with ICAO Annex 1. ***The Training Organisation 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 JAR-FCL 1.261(b)(2) prior to commencing the IR(A) course.***

Source :

WP JAA LST # 33

Amendment to paragraphs 9 and 10.

FLYING TRAINING

9 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 a FNPT I, or up to 35 hours in a flight simulator or FNPT II, if agreed by the Authority. ***With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.***

10 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 a FNPT I, or up to 40 hours in a flight simulator or FNPT II~~, if agreed by the Authority.~~ ***With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.*** The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.

Source :

WP JAA LST # 18, LST # 5 Full Report Item 6.b.

Appendix 1 to JAR–FCL 1.210
IR(A) – Skill test ~~and proficiency check~~

Amendment of the title, and paragraphs 9, 11 and 14.

9 An applicant shall fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aeroplane, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. ~~This~~ ***A multi-pilot*** restriction may be removed by the applicant carrying out ~~another initial instrument rating~~ ***a*** skill test ***in accordance with Appendix 1 to JAR-FCL 1.210 in*** ~~acting as if there was no other crew member on~~ a single-pilot aeroplane ***with no other crew member involved in the conduct of the flight***. ***The skill test for this purpose may be conducted in an FNPT II or a flight simulator***. Responsibility for the flight shall be allocated in accordance with national regulations.

……

11 An applicant for IR(A) 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 check list for the aeroplane 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 aeroplane used.

~~During the proficiency check for revalidation or renewal of the IR(A) according to JAR-FCL 1.185(a) the licence holder has to demonstrate the same as above to the examiner involved.~~

…….

14 The skill test contents and sections set out in Appendix 2 to JAR–FCL 1.210 shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 1.210). Section 2 item d, and Section 6 of the skill test and the proficiency check may, for safety reasons, be performed in a flight simulator or FNPT II ***or flight simulator***.

Source :

Item 8.H LST #7 Full report and WP JAA LST # 7b.

Appendix 2 to JAR–FCL 1.210
Contents of the skill test~~/proficiency check~~ for the issue of an IR(A)

Amendment of the title.

Source :

Item 8.H LST #7 Full report and WP JAA LST # 7b.

Section 1

Subpart F

CLASS AND TYPE RATING (Aeroplane)

JAR–FCL 1.245 Type and class ratings – Validity, revalidation and renewal

Amendment to paragraph (c)(ii) and new paragraph (g)

(c) *Single-pilot single-engine class ratings – Validity and Revalidation*. Single-pilot single-engine class ratings are valid for two years from the date of issue, or the date of expiry if revalidated within the validity period.

(1) *All single-engine piston aeroplane class ratings (land) and all touring motor glider's ratings - Revalidation*. For revalidation of single-pilot single-engine piston aeroplane (land) class ratings and/or touring motor glider class ratings the applicant shall:

(i) within the three months preceding the expiry date of the rating, pass a proficiency check in accordance with Appendices 1 and 3 to JAR-FCL 1.240 or Appendices 1 and 2 to JAR-FCL 1.210 with an authorised examiner in the relevant class; or

(ii) within 12 months preceding the expiry of the rating complete 12 hours flight time in ***a single engine piston aeroplane or touring motor glider*** ~~the relevant class~~ including :

(A) 6 hours of pilot-in-command time ;

(B) 12 take-offs and 12 landings; and

(C) a training flight of at least one hour's duration with a FI(A) or CRI(A). This flight may be replaced by any other proficiency check or skill test.

(g) Compliance with JAR-OPS. The revalidation requirements of JAR-FCL 1.245 (b) will be met when an applicant operating under JAR-OPS 1 fulfils the Operator Proficiency Check requirements contained in JAR-OPS 1.965, and if the operator demonstrates to the satisfaction of the Authority that the mandatory items from Appendix 2 or 3 to JAR-FCL 1.240 are fulfilled during the 12 months prior to the revalidation in accordance with JAR-OPS 1.965(a)(2). For this purpose the Operator Proficiency Check shall be performed in the three months immediately preceding the expiry date of the rating.

Source :

WP JAA LST # 35

> Amended by the LST (LST#11) after review of the consultation comments.

JAR-FCL 1.246 Instrument Rating, revalidation and renewal

(See JAR-FCL 1.185)
(See Appendix 1 to JAR-FCL 1.246)

New Requirement

(a) Revalidation

An IR(A) shall be revalidated within the three months immediately preceding the expiry date of the rating. Whenever possible, revalidation of an IR(A) shall be combined with the proficiency check for revalidation of a type or class rating.

(1) An applicant for the revalidation of an IR (A) when combined with a class rating or a type rating shall complete a proficiency check in accordance with Appendix 1 and 2 to JAR–FCL 1.240 & 1.295 or Appendix 3 to JAR-FCL 1.240. In this case the instrument rating will be valid for the same period as the class or type rating, except in the case of a single-engine aeroplane class rating revalidation where the validity period of the instrument rating will be 12 months.

(2) An applicant for the revalidation of an IR(A) when not combined with the revalidation of a class or type rating shall :

(i) complete section 3b of Appendix 3 to JAR-FCL 1.240;

(ii) and those parts of Section 1 relevant to the intended flight;

(iii) and, for multi-engine aeroplane, section 6 of Appendix 3 to JAR-FCL 1.240 as a proficiency check by sole reference to instruments.

An FNPT II or flight simulator may be used but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.

(3) Cross-credit shall be given in accordance with the Appendix 1 to JAR-FCL 1.246.

(4) An applicant who fails to achieve a pass in the relevant section of an IR(A) proficiency check in accordance with JAR-FCL 1.246 (a)(1) or (a)(2), before the expiry date of an instrument rating shall not exercise the IR(A) privileges until the proficiency check has successfully been completed.

(b) Renewal

(1) If an Instrument Rating, has expired, the applicant shall

(i) meet refresher training and additional requirements as determined by the Authority, and

(ii) complete section 3b of Appendix 3 to JAR-FCL 1.240 including the flight preparation as a skill test.

The rating will be valid from the date of completion of the renewal requirements.

Source :Item 8.H LST #7 Full report and WP JAA LST # 7b.

> Amended after review of the consultation comments.

JAR–FCL 1.250 Type rating, multi pilot – Conditions

Adjustment to paragraph (a) and (b)

(a) *Pre-requisite conditions for training:* An applicant for the first type rating ***course*** for a multi- pilot aeroplane type shall:

(1) have at least 100 hours as pilot-in-command of aeroplanes;

(2) have a valid multi-engine instrument rating (A);

(3) hold a certificate of satisfactory completion of multicrew co-operation (MCC). If the MCC course is to be added to the type rating course (see JAR-FCL 1.261 and 1.262 and AMC FCL 1.261(d) and IEM FCL 1.2161(d), this requirement is not applicable;

and;

(4) have met the requirements of JAR–FCL 1.285.

(b) Applicants having:

(1) either a certificate of satisfactory completion of MCC in accordance with JAR-FCL 2 and experience of more than 100 hours as a pilot of a multi-pilot helicopter, or

(2) experience of more than 500 hours as a pilot on multi-pilot helicopter, ***or*** ~~shall be considered to meet the requirement of MCC.~~

(3) ***experience of at least 500 hours as a pilot in multi-pilot operation in accordance with JAR-OPS on single pilot-aeroplanes JAR/FAR 23 multi-engine aeroplanes, shall be considered to meet the requirement of MCC;***

Source :

NPA- FCL 1-16

WP JAA LST # 29 and LST Full # 8 report item 8.J.

> Amended by the LST (LST #11) after review of the consultation comments.

Appendix 1 to JAR-FCL 1.220
List of Type of aeroplane
See JAR-FCL 1.220(c)

Several changes in the multi-pilot aeroplanes.

B. MULTI-PILOT AEROPLANES

1 Manufacturer	2 Aeroplanes	3	4 Licence endorsement
Airbus	A300-B1 -B2 series -B4 series -C4-200 series -F4-200 series		A300
	A300-FFCC		A300FFCC
	A310 -200 series -300 series A300-B4 600 series -C4 600 series -F4 600 series		A310/300-600
	A318-100 series A319-100 series A320-100 series -200 series A321-100 series -200 series		~~***A318***~~/319/320/321 ***A320***
	A330-300 series -200 series		A330
	A340-200 series -300 series ***-500 series*** ***-600 series***		A340
	A300-600ST/Beluga		A300-600ST

1 Manufacturer	2 Aeroplanes	3	4 Licence endorsement
Boeing	B707-100 series -300 series	(D)	B707/720
	B720		
	B717 series		B717
	B727-100 series -200 series		B727
	B737-100 series -200 series		B737 100-200
	B737-300 series -400 series -500 series	(D)	B737 300-***900***
	-600 series -700 series -800 series ***-900 series***		
	B747-100 series -200 series -300 series	(D)	B747 100-300
	B747-SP		
	B747-400 series		B747 400
	B757-200 series -300 series	(D)	B757/767
	B767-200 series -300 series		
	B767-400 ER ❶		
	B777-200 series -300 series		B777
	Notes (see JOEB recommendations) ❶ ***The differences training course is valid only from the B757/767 'classic' to the B767-400 ER for crew members previously qualified on the B757/767 'classic' variants . The 767 400 ER to B757/767 'classic' differences training must be evaluated or the full type rating training must be accomplished.***		

1 Manufacturer	2 Aeroplanes	3	4 Licence endorsement
Canadair (Bombardier)	***CL 30***		***CL30***
	CL 415		CL415
	(Challenger series) CL 600 CL 601-1A CL 601-3A (Challenger) CL 604		CL600/601 CL604
	(Regional Jet series) CRJ -100 -200	(D)	CRJ 100
	-700 ***-900***		
Dassault	Falcon 10	(D)	Falcon10/100
	Falcon 100		
	Falcon 20 series	(D)	Falcon20/200
	Falcon 200		
	Falcon 50	(D)	Falcon50/900
	Falcon 900		
	Falcon 900 EX		
	Falcon 900 EX EASy ***Falcon 2000EX EASy***		***Falcon900EX EASy*** ***Falcon 2000EX EASy***
	Falcon 2000	(D)	Falcon2000***/2000EX***
	❷ ***Falcon 2000EX***		
	❷ The differences training course is valid only from the Falcon2000 to the Falcon 2000 EX for crew members previously qualified on the Falcon2000 . The Falcon 2000 EX to the Falcon 2000 differences training must be evaluated or the full type rating training must be accomplished.		
Embraer	EMB 120 Brasilia		EMB120
	EMB 145 - 135,145 series		EMB 135/145
	ERJ 170		***EMB 170***

> Amended after LST (LST#11) review of the consultation comments.

Appendix 1 to JAR–FCL 1.240 & 1.295
Skill test and proficiency check for aeroplane type/class ratings and ATPL
(See JAR–FCL 1.240 through 1.262 and 1.295)
(See Appendix 1 to JAR-FCL 1.261(a))
(See AMC FCL 1.261(a))
~~(See IEM FCL 1.240(1) and (2))~~

Amendment to paragraphs 1, 2 and 10.

1 The applicant shall have completed the required instruction in accordance with the syllabus (see also Appendix 1 to JAR–FCL 1.261(a) and Appendices 2 & 3 to JAR–FCL 1.240). ***When recommended by a Joint Operational Evaluation Board (JOEB) and agreed by the JAA, the syllabus may be reduced to give credit for previous experience on similar aircraft types.*** The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, shall be determined by the Authority.

2 Items to be covered in skill tests/proficiency checks are given in the applicable Appendix 2 & 3 to JAR–FCL 1.240. ***When recommended by a JOEB and agreed by the JAA, credit may be given for skill test items common to other types or variants where the pilot is experienced on that other type. These credits shall not apply during a skill test for the ATPL.*** With the approval of the Authority, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved shall be used.

Source :

WP JAA LST # 39 and LST Full # 8 report item 8. R.

10 An applicant ~~for the initial issue of a multi-pilot aeroplane type rating or ATPL(A)~~ shall be required to operate as 'pilot flying' (PF) during all sections of the test/check***, except item 2.6 and abnormal and emergency procedures items 3.4.0 to 3.4.14 and items 3.6.0 to 3.6.9 which may be conducted as PF or PNF in accordance with Multi-Crew Co-operation*** (in accordance with Appendix 2 to 1.240 & 1.295). The applicant ***for the initial issue of a multi-pilot aeroplane type rating or ATPL(A)*** shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check ***if all items in the test/check can be executed from the selected seat.***

Source:

Proposal from FEWG, LST # 5 Full meeting item 10.e.

> Amended by the LST (LST#11) after review of consultation comments !

Appendix 2 to JAR–FCL 1.240 & 1.295
Contents of the ATPL/type rating/training/skill test and proficiency check on multi-pilot aeroplanes

Amemdment to paragraph (1) and item 1.2

1 The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (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***

		PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK	
Manoeuvres/Procedures (including Multi-Crew Cooperation)		OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
SECTION 1								
1	**Flight preparation**							
1.1	Performance calculation	P						
1.2	Aeroplane ext. visual inspect.; location of each item and purpose of inspection	***P#***			P			

Source :

LST # 10, TRStG report and JAA LST WP # 64

Appendix 3 to JAR–FCL 1.240
Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot aeroplanes

Amendment to paragraph 3.

3 The starred (*) items of section 3B and, for mulit engine Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, ***and when there is no crediting of instrument rating privileges,*** the type/class rating will be restricted to VFR only.

Source :

Item 8.H LST #7 Full report and WP JAA LST # 7b.

Amendment to item 2

SECTION 2					
2	**Airwork ~~(VFR)~~ *(VMC)***				
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V_{MCA} when applicable)	P---->	---->		

Source :

WP JAA LST # 61.

Appendix 1 to JAR-FCL 1.246
Cross-crediting of the IR part of a type or class rating proficiency check
(See JAR-FCL 1.246)

New Appendix.

Credits shall be granted only when the holder is revalidating IR privileges for single engine and single pilot multi engine aeroplanes as appropriate

When a proficiency check including IR is performed, and the holder has a valid:	***Credit is valid towards the IR part in a proficiency check for:***	
(1)	***(2)***	
MP type rating	***a. SE class * and*** ***b. SE type rating *, and*** ***c. SP ME class and type rating, only credits for Section 3b of Appendix 3 to JAR-FCL 1.240***	***(a)***
SP ME type rating, operated as single pilot	***a. SP ME class , and*** ***b. SE class and type rating***	***(b)***
SP ME type rating, restricted to MP operation	***a. SP ME class * , and*** ***b. SE class and type rating ****	***(c)***
SP ME class rating, operated as single pilot	***a. SE class and type rating, and*** ***b. SP ME type rating***	***(d)***
SP ME class rating, restricted to MP operation	***a. SE class and type rating * , and*** ***b. SP ME type rating ****	***(e)***
SP SE class rating	***SE class and type rating***	***(f)***
SP SE type rating	***SE class and type rating***	***(g)***

**** Provided within the previous 12 months at least 3 IFR departures and approaches have been performed on a SP class or type of aeroplane in a single pilot operation.***

Source :

Item 8.H LST #7 Full report and WP JAA LST # 7b.
> Amended by the LST (LST #11) after review of the consultation comments.

Section 1

Subpart H

INSTRUCTOR RATINGS (Aeroplane)

JAR–FCL 1.300 Instruction – General

Amendment to paragraph (b)

(b) A person shall not carry out synthetic flight instruction unless holding a FI(A), TRI(A), IRI(A), CRI(A) rating or a MCCI(A), SFI(A***) or STI(A)*** authorisation. Paragraph (a)(2) above is also valid for the synthetic flight instruction.

Source :

WP JAA LST # 65

JAR–FCL 1.305 Instructor ratings and authorisation – Purposes

Amendment to the heading and and new paragraph (g).

~~Six~~ ***Seven*** instructor categories are recognised.

(a) Flight instructor rating – aeroplane (FI(A)).

(b) Type rating instructor rating – aeroplane (TRI(A)).

(c) Class rating instructor rating – aeroplane (CRI(A)).

(d) Instrument rating instructor rating – aeroplane (IRI(A)).

(e) Synthetic flight instructor authorisation – aeroplane (SFI(A)).

(f) Multi crew Co-operation instructor Authorisation Aeroplanes (MCCI(A))

(g) Synthetic training instructor authorisation – aeroplane (STI(A))

Source :

WP JAA LST # 65

JAR–FCL 1.310 Instructor ratings – General

Amendment to paragraph (a)

(a) *Pre-requisites.* All instructors shall ***(unless specified otherwise) :***

(i) hold at least the licence, rating and qualification for which instruction is being given***, and***

(ii) have at least 15 hours experience as pilot on the type or class of aeroplane on which instruction is being given ~~(unless specified otherwise)~~***, and***

(iii) shall be entitled to act as pilot-in-command of the aircraft during such training.

Source :

WP JAA LST # 32a and LST Full # 8 item 8.L.

> Amended by the LST (LST#11) after review of the consultation comments.

JAR–FCL 1.330 **FI(A) – Privileges and requirements**
(See JAR-FCL 1.325)
(See Appendix 1 to JAR–FCL 1.330 & 1.345)
(See Appendix 1 to JAR-FCL 1.395)
(See AMC FCL 1.395)

Amendment to paragraph (a) :

The privileges of the holder of a FI(A) rating (for restrictions see JAR–FCL 1.325) are to conduct flight instruction for:

(a) the issue of the PPL(A) and class and type ratings for single-engine aeroplanes~~, provided that for type ratings the FI(A) has completed not less than 15 hours on the relevant type in the preceding 12 months;~~

Source :

Comment 098 to NPA FCL 1.19, and amended by the LST (LST#11) after review of the consultation comments.

JAR–FCL 1.335 FI(A) – Pre-requisite requirements

Amendment to paragraph (a)

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

(a) ***at least a CPL(A) or*** completed at least 200 hours of flight time of which ~~at least 100 hours shall be as pilot-in-command if holding an ATPL(A) or CPL(A) or~~ 150 hours as pilot-in-command if holding a PPL(A);

Source :

WP JAA LST # 10

JAR–FCL 1.350 FI(A) – Rating issue

Amendment to this requirement

An applicant for a FI(A) rating

(a) who has complied with the conditions specified in JAR–FCL 1.310, 1.315 and 1.335 through 1.345,

or

(b) ***who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 1.300, complies with the requirements of JAR-FCL 1.355 and hold a JAR-FCL licence***

shall have fulfilled the requirements for the issue of a FI(A) rating, subject to the initial restrictions set out in JAR–FCL 1.325.

Source :

WP JAA LST # 15 and LST # 7 report item 8.A

JAR–FCL 1.365 TRI(MPA) – Requirements
(See Appendix 1 to JAR-FCL 1.365)
(See AMC FCL 1.365)

Amendment to paragraph (a)

(a) An applicant for the initial issue of a TRI(MPA) rating shall have:

(a) (1) successfully completed an approved TRI course at an approved FTO or TRTO (see Appendix 1 to JAR-FCL 1.365 and AMC FCL 1.365);

(2) completed at least 1500 hours flight time as a pilot of multi-pilot aeroplanes;

(3) completed within the 12 months preceding the application at least 30 route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable aeroplane type, or a similar type as agreed by the Authority, of which not more than 15 sectors may be completed in a flight simulator; and

(4) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI notified by the Authority for this purpose.

The requirements above are fulfilled if the applicant hold a JAR-FCL licence, have been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 1.300 and complies with JAR-FCL 1.370.

Source :

WP JAA LST # 15 and LST # 7 report item 8.A

JAR–FCL 1.380 CRI(SPA) – Requirements

Amendments to the paragraphs (a)(2) and (b)(2)

(a) *Multi-engine aeroplanes.* An applicant for the issue of a CRI(SPA) rating for multi-engine aeroplanes shall have:

(1) completed at least 500 hours flight time as a pilot of aeroplanes;

(2) completed at least 30 hours as PIC on the applicable type or class of aeroplane ~~of which at least 10 hours shall be in the last 12 months~~***, prior to commencing the course.***

…..

(b) *Single-engine aeroplanes.* An applicant for the issue of a CRI(SPA) rating for single-engine aeroplanes shall have:

(1) completed at least 300 hours flight time as a pilot of aeroplanes;

(2) completed at least 30 hours as PIC on the applicable type or class of aeroplane ~~of which at least 10 hours shall be in the last 12 months;~~ ***prior to commencing the course.***

Source :

WP JAA LST # 44 and LST Full # 9 report Item 7.D.

> Amended by the LST(LST # 11) after review of the consulation comments.

JAR–FCL 1.385 CRI(SPA) – Revalidation and renewal

Amendment to paragraph (a)(i) and (ii)

(a) For revalidation of a CRI(SPA) rating the applicant shall within the 12 months preceding the expiry date of the rating:

(1) ***(i)*** conduct at least 10 hours flight instruction ***in the role of a CRI(SPA)***; ***and***

(ii) If the applicant has CRI[SPA] privileges on both SE and ME aeroplanes, conduct at least 5 hours on SE aeroplanes and 5 hours on ME aeroplanes within the 10 hours of flight instruction required in the role, or.

(2) conduct refresher training to the satisfaction of the Authority; or

(3) receive refresher training as a CRI(A).

Source:

WP JAA LST # 9a, LST # 6 Full meeting item 7.C.

> Amended by the LST(LST # 11) after review of the consulation comments.

JAR–FCL 1.410 SFI(A) – Requirements

Amendment to paragraph (a)

(a) An applicant for a SFI(A) authorisation shall:

(1) hold or have held a professional pilot licence issued by a JAA Member State or a non JAR–FCL professional licence acceptable to the Authority;

(2) have completed the simulator content of the applicable type rating course at an approved FTO or TRTO;

(3) have at least 1500 hours flying experience as pilot on multi-pilot aeroplanes;

(4) have completed an approved TRI(A) course (see Appendix 1 to JAR-FCL 1.365 and AMC FCL 1.365);

(5) have conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose;

(6) have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 and 2 to JAR–FCL 1.240 on a flight simulator of the applicable type; and

(7) ***(i)*** have completed within a period of 12 months, preceding the application, at least three route sectors as an observer on the flight deck of the applicable type or similar type as agreed by the Authority***, or***

(ii) have completed within a period of 12 months, preceding the application, at least 2 LOFT based simulator sessions conducted by qualified flight crew as an observer on the flight deck of the applicable type or similar type as agreed by the Authority. These simulator sessions shall include:

(A) flight between 2 different airports of at least 2 hours duration each, and
(B) associated pre-flight planning and de-briefing.

The requirements above are fulfilled if the applicant have been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 1.300 and comply with the requirements of JAR-FCL 1.415.

Source :

WP JAA LST # 15 and LST # 7 report item 8.A

and JAA LST WP # 49

JAR-FCL 1.419
Synthetic training instructor authorisation (aeroplane) STI(A) – Privileges, requirements, revalidation and renewal

New JAR-FCL paragraph

(a) Privileges

The privileges of the holder of a STI(A) authorisation are to carry out synthetic flight instruction for issue of a licence, instrument rating and class or type rating for single pilot aeroplanes.

(b) ***Requirements. An applicant for a STI(A) authorisation shall:***

(1) hold or have held within the previous 3 years a pilot licence containing an instructional qualification appropriate to the courses on which instruction is intended or a non-JAA licence acceptable to the Authority;

(2) have completed in a flight simulator or FNPT II at least 3 hours of flight instruction related to the duties of a STI(A) under the supervision and to the satisfaction of an FIE(A) notified by the Authority for this purpose:

(3) have completed within a period of 12 months preceding the application a proficiency check in accordance with Appendix 3 to JAR-FCL 1.240 in an FNPT of the class or type of aeroplane appropriate to the instruction intended.

(c) For revalidation of a STI(A) authorisation the applicant shall within the last 12 months of the validity period of the authorisation:

(1) conducted at least 3 hours of instruction in a flight simulator or FNPT as part of a complete CPL, IR or class or type rating course, and

(2) have completed Section 3B of the proficiency check set out in Appendix 3 to JAR-FCL 1.240 for the appropriate type or class of aeroplane in a flight simulator or FNPT II on which instruction is routinely conducted.

(d) If the authorisation has lapsed the applicant shall have:

(1) completed at least 3 hours refresher training in a flight simulator or FNPT II;

(2) conducted on a complete CPL, IR or class or type rating course at least 3 hours instruction under the supervision and to the satisfaction of a FIE(A), FI(A), CRI(A), IRI(A), TRI(A) or SFI(A) notified by the Authority for this purpose. At least one hour

instruction shall be supervised and to the satisfaction of an FIE(A);

(3) ***completed Section 3B of the proficiency check set out in Appendix 3 to JAR-FCL 1.240 for the appropriate type or class of aeroplane in a flight simulator or FNPT II on which instruction is routinely conducted;***

Source :

WP JAA LST # 65

> Amended by the LST (LST#11) after review of the consultation comments.

Appendix 1 to JAR–FCL 1.300
Requirements for a specific authorisation for instructors not holding a JAR–FCL licence to instruct in a TRTO outside JAA Member States or in a FTO partial training outside JAA Member States in accordance with Appendix 1b to JAR-FCL 1.055

Amendment to paragraph 1(a)(ii)

1 (a) Instructors seeking to instruct for a JAR–FCL licence including class and instrument ratings shall:

(i) hold at least a CPL and ratings issued in accordance with ICAO Annex I required by the respective non JAA State for the instruction to be given on aircraft registered in that State;

(ii) have completed at least 500 hours of flight time as a pilot of aeroplanes**,** of which at least 200 hours shall be as a flight instructor ~~relevant to the intended training~~ ***, including in the role of instruction to be given,*** to be given and meet the experience requirements of JAR–FCL 1.330(a), (b), (c), (d) and/or (e);

Source:

WP JAA LST # 2, LST # 6 Full meeting item 7.H.

> Amended by the LST (LST#11) after review of the consultation comments.

Section 1

Subpart I

EXAMINERS (Aeroplane)

JAR–FCL 1.425 Examiners – General

Amendment to paragraph (a)(2)

(a) *Pre-requisites*

(1) Examiners shall hold a licence and rating at least equal to the licence or rating for which they are authorised to conduct skill tes ts or proficiency checks and, unless specified otherwise, the privilege to instruct for this licence or rating.

(2) Examiners shall be qualified to act as pilot-in-command of the aircraft during a skill test or proficiency check, ***unless otherwise specified,*** and shall meet the applicable experience requirements set out in JAR–FCL 1.435 through 1.460. Where no qualified examiner is available and, at the discretion of the Authority, examiners/inspectors may be authorised without meeting the relevant instructor/type/class rating requirements as mentioned above.

Source :

WP JAA LST 19a, Item 7.E. LST # 7 Full report

JAR–FCL 1.455 Synthetic flight examiner (aeroplane) (SFE (A)) – Privileges/Requirements

Amendment to this requirement

The privileges of an SFE(A) are to conduct ~~type and instrument rating proficiency checks on multi-pilot aeroplanes~~ in a flight simulator :

(a) skill tests for the issue of type ratings for multi-pilot aeroplanes;

(b) proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings.

provided that the examiner holds an ATPL(A), has completed not less than 1500 hours of flight time as a pilot of multi-pilot aeroplanes and is entitled to exercise the privileges of a SFI(A), ***and for the purpose of (a) above holds a valid type rating on the applicable aeroplane type.*** (see JAR–FCL 1.405).

Source :

WP JAA LST # 19

Section 1

Subpart J

THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT LICENCES AND INSTRUMENT RATINGS

(Aeroplane)

JAR–FCL 1.470 Contents of theoretical knowledge examinations

Amendments to paragraphs (a), (b) and (c). Introduction of new paragraph (d)

(a) An applicant for the ATPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects : Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance and Limitations; Meteorology; Navigation; Operational Procedures; Principles of flight; Communications. ~~The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States (see AMC FCL 1.470(a)).~~

(b) An applicant for the CPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance and Limitations; Meteorology; Navigation; Operational Procedures; Principles of flight; Communications. ~~The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States (see AMC FCL 1.470(b)).~~

(c) An applicant for an IR(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects: Air Law/Operational Procedures; Aircraft General Knowledge; Flight Performance and Planning; Human Performance and Limitations; Meteorology; Navigation; Communications. ~~The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States (see AMC FCL 1.470(c)).~~

(d) The breakdown of the subjects into examination papers, times allowed, and the total number and distribution of questions will be specified in the associated procedures.

Source :

LST # 9 Full Report Item 6.B., LSST(E) Report.

Section 2

Subpart A

GENERAL REQUIREMENTS

IEM No. 3 to JAR–FCL 1.055
Training and Operations Manual for FTOs and TRTOs (if applicable)
See Appendix 1a and 2 to JAR–FCL 1.055

Amendment to the Training Manual and Operations Manual

TRAINING MANUAL

Training Manuals for use at an FTO ***or TRTO*** conducting approved integrated or modular flying training courses should include the following

.

OPERATIONS MANUAL
Operations Manual for use at an FTO ***or TRTO*** conducting approved integrated or modular flying training courses include the following:

Source :

WP JAA LST # 22 and LST # 8 report item 8.B

Part 4 – Theoretical knowledge instruction

~~Structure generally as for Part 2 but with a training specification and objectives for each subject. Individual lesson plans to include mention of the specific training aids available for use.~~

Structure of the theoretical knowledge course	***A statement of the structure of the course, including the general sequence of the topics to be taught in each subject, the time allocated to each topic, the breakdown per subject and an example of a course schedule. Distance Learning courses should include instructions of the material to be studied for individual elements of the course.***
Lesson Plans	***A description of each lesson or group of lessons including teaching materials, training aids, progress test organisation and inter-connection of topics with other subjects.***
Teaching materials	***Specification of the training aids to be used (e.g. study materials, course manual references, exercises, self-study materials, demonstration equipment).***
Student progress	***The requirement for student progress, including a brief but specific statement of the standard that must be achieved and the mechanism for achieving this, before application for theoretical knowledge examinations.***
Progress testing	***The organisation of progress testing in each subject, including topics covered, evaluation methods and documentation.***
Review procedure	***The procedure to be followed if the standard required at any stage of the course is not achieved, including an agreed action plan with remedial training if required.***

Source : LSST(E) report to LST #10

Section 2

Subpart C

PRIVATE PILOT LICENCE (Aeroplane) – PPL(A)

AMC FCL 1.125
Syllabus of theoretical knowledge and flight instruction for the private pilot licence (aeroplane) – PPL(A)
See JAR–FCL 1.125

Amendments to items 103 and 108 0f the theoretical knowledge syllabus, and amendment to Exercise 18B of the Flight Instruction Syllabus.

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PRIVATE PILOT LICENCE (AEROPLANE)

.....

103 En-route procedures
- frequency changing
- position, altitude/flight level reporting
- flight information service
- weather information
- weather reporting
- procedures to obtain bearings, headings, position
- procedural phraseology
- height/range coverage
- ***vertical situational awareness (avoidance of controlled flight into terrain).***

108 Operational
- wake turbulence
- aquaplaning
- windshear, take-off, approach and landing
- ***clearance to cross or enter runway (avoidance of runway incursions)***
- passenger briefings
- emergency exits
- evacuation from the aeroplane
- forced landings
- gear-up landing
- ditching

SYLLABUS OF FLIGHT INSTRUCTION FOR THE PRIVATE PILOT LICENCE (AEROPLANE)

Exercise 18B Navigation problems at lower levels and in reduced visibility

- actions prior to descending
- hazards (e.g. obstacles, and terrain)
- difficulties of map reading
- effects of wind and turbulence
- ***vertical situational awareness (avoidance of controlled flight into terrain)***
- avoidance of noise sensitive areas
- joining the circuit
- bad weather circuit and landing

Source : WP JAA LST # 42 and LST Full # 9 report item 7.C.

Section 2

Subpart D

COMMERCIAL PILOT LICENCE (Aeroplane) – CPL(A)

AMC FCL 1.160 & 1.165(a)(4)
CPL(A) modular course

Amendment to item Instrument flight training

Instrument flight training

All exercises may be performed in a FNPT I or II or a flight simulator. If instrument flight training is in VMC, a suitable means of simulating IMC for the student should be used.

A BITD may be used for the following exercises 9, 10, 11, 12, 14 and 16.

The use of the BITD is subject to the following:

- ***the training shall be complemented by exercises on an aeroplane;***
- ***the record of the parameters of the flight must be available; and***
- ***A FI(A) shall conduct the instruction.***

Source :

WP FCL/C # 157, LST # 5 Full Report Item 6.a.

Section 2

Subpart F

CLASS AND TYPE RATING (Aeroplane)

~~**IEM FCL 1.240(b)(1) & 1.261(c)(2)**~~
~~**Contents of Type Rating training / skill test / proficiency check on multi-pilot aeroplane**~~
~~**See JAR-FCL 1.240**~~

Delete this IEM

~~Requirements for the contents of the type rating training and the skill test for multi-pilot aeroplanes are set out in Appendices 1 and 2 to JAR-FCL 1.240, Appendix 1 to JAR-FCL 1.261(a) and AMC FCL 1.261(a)(2). Guidelines for approval of an aeroplane Type Rating Course are set out in AMC FCL 1.261(c)(2). This IEM gives guidelines for the approval of credit(s) for the type rating training and the skill test on multi-pilot aeroplanes, when the applicant is already qualified on a similar type or variant.~~

~~1 Content of the Type Rating course~~

~~The methodology which applies for type rating assessment and/or the findings of the Type Rating Evaluation Board (TREB) may be used for the approval of the content of the type rating course. Credit may be given for manoeuvres/procedures common or similar to two types or variants and need not to be repeated.~~

~~2 Skill test / proficiency check~~

~~The methodology which applies for type rating assessment or the findings of the Type Rating Evaluation Board (TREB) may be used for the approval of the content of the skill test. Credit may be given in the skill test for manoeuvres/procedures common or similar to two types or variants.~~

AMC FCL 1.261(c)(2)
Guidelines for Approval of an Aeroplane Type Rating Course
See JAR-FCL 1.262(c)(2)
See Appendix 1 and 2 to JAR-FCL 1.055
See Appendix 2 to JAR-FCL 1.240

New AMC text to replace existing AMC FCL 1.261(c)(2)

TRAINING PROGRAMME

1. Type ratings

1.1 To obtain approval a type rating course should, as far as possible, provide for a continuous process of ground, STD and flight training to enable the student to assimilate the knowledge and skills required to operate a specific aircraft type safely and efficiently. The student's ability to do this will be determined by the demonstration of a satisfactory level of theoretical knowledge of the aircraft determined by progressive checking of knowledge and examination, progressive assessment by the FTO or TRTO during flying training and the successful completion of a practical skill test with an authorised examiner. There should be no difference in the level of knowledge or competency required of the student, irrespective of the intended role of the student as pilot-in-command, co-pilot or flight engineer member of the flight crew.

1.2 A type rating course should normally be conducted as a single, full-time course of study and training. However, in the situation where the course is intended to enable a pilot to fly a further aircraft type while continuing to fly a current type, such as to enable mixed fleet flying with the same operator acceptable under JAR-OPS, some elements of the theoretical knowledge course conducted by self-study may be undertaken while the student continues to fly the current type. Any such arrangement should be acceptable to the approving Authority but combining flight training for a new type with continuing operation of another type will not normally be acceptable.

2. Variants

2.1 Familiarization training: Where an aeroplane type rating also includes variants of the same aircraft type requiring familiarization training, the additional familiarization training may be included in the theoretical knowledge training of the initial type rating course. Flight training should be conducted on a single variant within the type.

2.2 Differences training: Where an aeroplane type rating also includes variants of the same aircraft type for which difference training is required, the initial training course should be directed towards a single variant. Additional training to operate other variants within the same type rating should be completed after successful completion of the initial type rating course, although elements of this differences training may be undertaken at appropriate stages of the initial course, with the agreement of the approving Authority. Differences training to operate variants within the same type rating will be subject to approval, either as a separate course or as part of the basic type rating training course.

3. Programme of Theoretical Knowledge and Flight Training

3.1 The training programme should specify the time allocated to theoretical knowledge training, STD training and if not approved for Zero Flight Time Training in accordance with Appendix 1 to JAR-FCL 1.261(c)(2), the aeroplane. The training programme will be assessed and, for approval to be given, deemed to be adequate by the approving Authority. The initial type rating course should be programmed on the basis that the student has the minimum licensing and experience requirements for entry to the course, as required by JAR-FCL 1.250 and 1.255. For a first type rating on a multi-pilot aeroplane, the course should also provide for consolidation and type-specific training in those elements of basic MCC training relevant to the type or variant.

3.2 If a TRTO wishes to provide a training course that includes credit for previous experience on similar types of aircraft, such as those with common systems or operating procedures with the new type, the entry requirements to such courses should be specified by the TRTO and must define the minimum level of experience and qualification required of the flight crew member. The approving Authority will need to agree the proposed entry level and reduced training requirements of these courses.

3.3 A TRTO is permitted to sub-contract elements of training to a third party training provider. In such cases the sub-contracted organisation should normally be approved to conduct such training by the Authority of a JAA Member State. When the sub-contracted organisation is not approved by a JAA Member State the approving Authority of the TRTO should include the sub contracted organization in the approval process and be satisfied that the standard of training intended to be given meets the equivalent requirements of a JAA approved organisation. The other obligations of the TRTO, such as student progress monitoring and an adequate form of quality system management, can be exercised by the TRTO seeking approval, and which retains responsibility for the whole course.

GROUND TRAINING

4. Syllabus

4.1 The ground training syllabus should provide for the student to gain a thorough understanding of the operation, the function and, if appropriate, the abnormal and emergency operation of all aircraft systems. This training should also include those systems essential to the operation of the aircraft, such as 'fly by wire' flight control systems, even if the flight crew have little or no control of their normal or abnormal operation.

5. Theoretical Knowledge Instruction

5.1 The theoretical knowledge instruction training should meet the general objectives of (but is not limited to):

a. giving the student a thorough knowledge of the aircraft structure, power plant and systems, and their associated limitations, including mass and balance, aircraft performance and flight planning considerations;

b. giving the student a knowledge of the positioning and operation of the flight deck controls and indicators for the aircraft and its systems;

c. giving the student an understanding of system malfunctions, their effect on aircraft operations and interaction with other systems;

d. giving the student the understanding of normal, abnormal and emergency procedures

6. Facilities and Training Aids

6.1 The TRTO should provide adequate facilities for classroom instruction and have available appropriately qualified and experienced instructors. Training aids should enable students to gain practical experience of the operation of systems covered by the theoretical knowledge syllabus and, in the case of multi-pilot aeroplanes, enable such practical application of the knowledge to be carried out in a multi-crew environment. Facilities should be made available for student self study outside the formal training programme.

7. Computer Based Training (CBT)

7.1 CBT provides a valuable source of theoretical instruction, enabling the student to progress at his own pace within specified time limits. Many such systems ensure that syllabus subjects are fully covered and progress can be denied until a satisfactory assimilation of knowledge has been demonstrated. Such systems may allow self study or distance learning, if they incorporate adequate knowledge testing procedures. When CBT is used as part of the theoretical knowledge instruction phase, the student should also have access to a suitably qualified instructor able to assist with areas of difficulty for the student.

8. Self Study and Distance Learning

8.1 Elements of the theoretical knowledge syllabus may be adequately addressed by distance learning, if approved [see paragraph 1.2], or self study, particularly when utilising CBT. Progress testing, either by self-assessed or instructor-evaluated means must be included in any self study programme. If self study or distance learning is included in the theoretical knowledge training, the course should also provide for an adequate period of supervised consolidation and knowledge testing prior to the commencement of flight training.

9. Progress Tests and Final Theoretical Knowledge Examination

9.1 The theoretical knowledge training programme should provide for progressive testing of the assimilation of the required knowledge. This testing process should also provide for retesting of syllabus items so that a thorough understanding of the required knowledge is assured. This should be achieved by intervention by a qualified instructor or, if using CBT with a self testing facility, and by further testing during the supervised consolidation phase of the ground course.

9.2 The final theoretical knowledge examination should cover all areas of the theoretical knowledge syllabus. The final examination should be conducted as a supervised written knowledge test without reference to course material. The pass mark of 75% assumes the achievement of satisfactory levels of knowledge during the progressive phase tests of the course. The student should be advised of any areas of lack of knowledge displayed during the examination and, if necessary, given remedial instruction.

9.3 A successful pass of the theoretical knowledge course and final examination should be a pre-requisite for progression to the flight training phase of the type rating course.

FLIGHT TRAINING

10. Synthetic Training Devices (STD)

10.1 STDs provide the most effective flight training, enabling realistic practice of all abnormal and emergency procedures in a safe and easily-controlled environment for both the student and instructor. For multi-pilot aeroplanes they also enable CRM and MCC concepts to be incorporated at all stages of training. Only in exceptional circumstances should an Authority approve a type rating course for a multi-pilot aeroplane which does not include STD training, .

10.2 The amount of training required when using STDs will depend on the complexity of the aeroplane concerned, and to some extent on the previous experience of the pilot. Except for those courses giving credit for previous experience (para 3.2) a minimum of 32 hours STD training should be programmed for a crew of a multi-pilot aeroplane, of which at least 16 hours should be in a Flight Simulator operating as a crew. Flight simulator time may be reduced at the discretion of the approving Authority if other qualified STDs used during the flight training programme accurately replicate the flight deck environment, operation and aeroplane response. Such STDs may typically include FMC training devices using hardware and computer progammes identical to those of the aeroplane, or type specific FNPT IIs.

11. Aeroplane Training with Flight Simulator

11.1 With the exception of courses approved for Zero Flight Time Training, certain training exercises normally involving take-off and landing in various configurations will need to be completed in the aeroplane rather than an approved Flight Simulator . For multi-pilot aeroplanes where the student pilot has more than 500 hours MPA experience in aeroplanes of similar size and performance, these should include at least 4 landings of which at least one should be a full stop landing. In all other cases the

student should complete at least 6 landings. With the agreement of the approving Authority, this aeroplane training, provided it does not exceed 2 hours of the flight training course, may be completed after the student pilot has completed the STD training and has successfully undertaken the type rating skill test.

12. Aeroplane without Flight Simulator

12.1 Flight training conducted solely in an aeroplane without the use of STDs cannot cover the CRM and MCC aspects of MPA flight training, and for safety reasons cannot cover all emergency and abnormal aircraft operation required for the training and skill test. In such cases, the FTO or TRTO will need to satisfy the approving Authority that adequate training in these aspects can be achieved by other means. For training conducted solely on a multi-pilot aeroplane where two pilots are trained together without the use of a flight simulator, a minimum of 8 hours flight training as PF for each pilot should normally be required. For training on a single pilot aeroplane, 10 hours flight training should normally be required. It is accepted that for some relatively simple single or multi-engine aircraft without systems such as pressurisation, FMS or electronic flight deck displays, this minimum may be reduced at the discretion of the approving Authority. In the case of multi-engine aeroplane the minimum training required by JAR-FCL 1.261(b)(2) shall be included.

12.2 It is widely accepted that aeroplane training normally involves inherent delay in achieving an acceptable flight situation and configuration for training to be carried out in accordance with the agreed syllabus. These could include ATC or other traffic delay on the ground prior to take off, the necessity to climb to height or transit to suitable training areas and the unavoidable need to physically reposition the aircraft for subsequent or repeat manoeuvres or instrument approaches. In such cases the approving Authority will need to ensure that the training syllabus provides adequate flexibility to enable the minimum amount of required flight training to be carried out.

SKILL TEST

13. Upon completion of the flight training the pilot will be required to undergo a skill test with an authorised examiner to demonstrate adequate competency of aircraft operation for issue of the type rating. The skill test is separate from the flight training syllabus, and provision for it cannot be included in the minimum requirements or training hours of the agreed flight training programme. The skill test may be conducted in a flight simulator, the aeroplane or, in exceptional circumstances, a combination of both.

COURSE COMPLETION CERTIFICATE

14. The Head of Training, or a nominated representative, is required to certify that all training has been carried out before an applicant undertakes a skill test for the type rating to be included in the pilot's licence. It is not uncommon for an approved TRTO to be unable to provide, or have direct supervision over any training that is required to be carried out on an aeroplane conducted by a third party such as the operator. In such cases, and with the agreement of the approving Authority, a TRTO Course Completion Certificate may be issued confirming completion of ground and STD flight training. Confirmation of the completion of aeroplane training should then be provided by the organisation undertaking this training, as a requirement for issue of the type rating. The period of time between any two phases of training should not exceed 60 days otherwise refresher training at the discretion of the Authority will be required.

Source :

Proposal TRSG, Item 9.D. LST Full # 6 report.

Section 2

Subpart J

THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT LICENCES AND INSTRUMENT RATINGS

(Aeroplane)

IEM FCL 1.475(b)
Common abbreviations to be used for the European CQB

Delete this IEM and will be part of the FCL Joint Implementation Procedures.

~~ICAO = Doc8400/4, SI = international standard, JEP = Jeppesen, JAR = Joint Aviation Regulations~~

~~Abbreviations~~	~~Meaning~~
~~A~~	~~ampère~~
~~ABM~~	~~abeam~~
~~ABN~~	~~aerodrome beacon~~
~~AC~~	~~alternating current~~
~~AC~~	~~alto cumulus~~
~~ACFT~~	~~aircraft~~
~~ACT~~	~~active~~
~~AD~~	~~aerodrome~~
~~ADC~~	~~air data computer~~
~~ADDN~~	~~additional~~
~~ADF~~	~~automatic direction finding~~
~~ADI~~	~~attitude director indicator~~
~~AEO~~	~~all engines operating~~
~~AFIS~~	~~aerodrome flight information service~~
~~AFM~~	~~aircraft flight manual~~
~~AGL~~	~~above ground level~~
~~AIP~~	~~Aeronautical Information Publication~~
~~ALT~~	~~altitude~~
~~ALTN~~	~~alternate~~
~~APCH~~	~~approach~~
~~APT~~	~~airport~~
~~APU~~	~~auxiliary power unit~~
~~ARR~~	~~arrival~~
~~AS~~	~~alto stratus~~
~~ASDA~~	~~accelerate stop distance available~~
~~AMSL~~	~~above mean sea level~~
~~ATA~~	~~actual time of arrival~~
~~ATC~~	~~air traffic control~~
~~ATIS~~	~~automatic terminal information service~~
~~ATO~~	~~actual time overhead~~
~~ATS~~	~~air traffic services~~
~~AUX~~	~~auxiliary~~
~~AVG~~	~~average~~
~~AWY~~	~~airway~~
~~AZM~~	~~azimuth~~
~~BKN~~	~~broken~~
~~BRG~~	~~Bearing~~
~~°C~~	~~degrees celsius~~
~~CAS~~	~~calibrated air speed~~
~~CAT~~	~~clear air turbulence~~
~~CB~~	~~cumulonimbus~~
~~CC~~	~~cirrocumulus~~

Abbreviations	Meaning
CD	drag coefficient
CDI	course duration indicator
CDU	control display unit
cg	centre of gravity
CI	cirrus
CL	lift coefficient
cm	centimetre
CO	communications
CP	critical point
CRM	crew resource management
CS	cirrostratus
CTR	control zone
CU	cumulus
CWY	Clearway
DA	decision altitude
DC	direct current
DEG	degrees
DEP	departure
DES	descent
DEST	destination
DEV	deviation
D/F	direction finding
DG	directional gyroscope
DH	decision height
DIST	distance
DME	distance measuring equipment
DP	dewpoint
DR	dead reckoning
DVOR	doppler VOR
E	east
EAS	equivalent airspeed
EAT	expected approach time
ECAM	engine condition aircraft monitoring
EFIS	electronical flight instrument system
EGT	exhaust gas temperature
EICAS	engine indicator and crew alerting system
EPR	engine pressure ratio
EST	estimated
ETA	estimated time of arrival
ETO	estimated time overhead
°F	degrees fahrenheit
FAF	final approach fix
FCST	forecast
FD	flight director
FIS	flight indicator system
FL	flight level
FLT	flight
FMS	flight management system
FT	feet
FT/MIN	feet per minute
g	gramme
GAL	gallons

Abbreviations	Meaning
GND	ground
GP	glide path
GPWS	ground proximity warning system
GS	ground speed
HDG	heading
HF	high frequency
hPa	hectopascal
HR	hours
HSI	horizontal situation indicator
HT	height
Hz	hertz (cycles per second)
IAS	indicated airspeed
ILS	instrument landing system
IMC	instrument meteorological conditions
IMP GAL	imperial gallons
INS	inertial navigation system
INT	intersection
ISA	international standard atmosphere
ISOL	isolated
ITCZ	inter tropical convergence zone
IVSI	integrated vertical speed indicator
J	joule
kg	kilogramme
kHz	kilohertz
km	kilometer
kt	knot
kW	kilowatt
LAT	latitude
LB	pounds
LDG	landing
LDP	landing decision point
LEN	length
LLZ	localizer
LMC	last minute change
LMT	local mean time
LONG	longitude
LT	local time
LTD	limited
LVL	level
LYR	Layer
m	metre
M	mass
M	machnumber
MAC	mean aerodynamic chord
MAP	manifold pressure
MAPt	missed approach point
max	maximum
MDH	minimum descent height
MDH/A	minimum descent height/altitude
MEA	minimum enroute altitude

Abbreviations	Meaning
MET	meteorological
MIN	minutes
MLS	microwave landing systems
MM	middle marker
MNM	minimum
MNPS	minimum navigation performance specifications
MOCA	minimum obstruction clearance altitude
MORA	minimum off route altitude
MPH	statute miles per hour
MPS, m/sec	metres per second
MSA	minimum sector altitude
MSL	mean sea level
MSU	mode selector unit
N	newton
NGT	night
N	north
NAT	north atlantic track
NAV	navigation
NDB	non directional beacon
NM	nautical miles
NOTAMS	notices to airmen
NS	nimbo stratus
OAT	outside air temperature
OBS	omni bearing selector
OCA(H)	obstacle clearance altitude (height)
OCL	obstacle clearance limit
OEI	one engine inoperative
OM	operating mass
OM	outer marker
OPS	operations
O/R	on request
OVC	Overcast
P	pressure
PAX	passenger
PET	point of equal time
PIC	pilot in command
PLN	flight plan
PNR	point of no return
POS	position
PSI	pounds per square inch
PTS	polar track structure
PWR	power
r	radius
RAC	rules of the air and air traffic services
RAS	rectified airspeed
REP	reporting point
RMI	radio magnetic indicator
RMK	remark
RNAV	area navigation
ROC	rate of climb
ROD	rate of descent
RPM	revolution per minute

Abbreviations	Meaning
RVR	runway visual range
RWY	runway
S	south
SAR	search and rescue
SC	stratocumulus
SCT	scattered
SDBY	stand by
SEC	seconds
SEV	severe
SFC	surface
SID	standard instrument departure
SIM	simulator
SKC	sky clear
SR	sunrise
SS	sunset
SSR	secondary surveillance radar
ST	stratus
STAR	standard arrival route
STD	standard
STN	station
STNR	stationary
STS	status
SWY	stopway
T	temperature
TA	transition altitude
TAS	true airspeed
TAT	total air temperature
TC	tropical cyclone
TDP	take off decision point
THR	threshold
TL	transition level
T/O	take off
TOC	top of climb
TORA	take off run available
TS	thunderstorm
TWY	taxiway
U/S	unserviceable
US-GAL	US gallons
UTC	universal time coordinated
V	volt
VAR	magnetic variation
VDF	VHF direction finding station
VG	vertical gyro
VHF	very high frequency
VIS	visibility
VLF	very low frequency
VMC	visual meteorological conditions
VOLMET	meteorological information for aircraft flight
VOR	VHF omnidirectional range
vrb	variable
VSI	vertical speed indicator

Abbreviations	Meaning
VV	vertical visibility
V	speeds
V_A	design manoeuvring speed
V_B	design speed for max gust intensity
V_C/M_C	design cruise speed/ machnumber
V_D	design dive speed
V_F	design flap speed
V_{FE}	flap extended speed
V_{FO}	flap operating speed
V_{LE}	landing gear extended speed
V_{LO}	maximum landing gear operating speed
V_{LOF}	lift off speed
$V_{Max\ Tyre}$	max tyre speed
V_{MBE}	max break energy speed
V_{MC}	minimum control speed
V_{MCA}	air minimum control speed
V_{MCG}	ground minimum control speed
V_{MO}/M_{MO}	max operating limit speed/ machnumber
V_{MU}	minimum unstick speed
V_{NE}	never exceed speed
V_{NO}	normal operating speed
V_R	rotating speed
V_{REF}	landing reference speed
V_S	stalling speed or minimum steady flight speed at which the aeroplane is controllable
V_{SO}	stalling speed or minimum steady flight speed in landing configuration
V_{S1}	stalling speed or minimum steady flight speed obtained in a specific configuration
V_X	speed for best angle of climb
VY	speed for best rate of climb
V1	critical engine failure speed
V2	take-off safety speed for piston engine aircraft, take-off climb speed or speed at 35 ft for jet aircraft
W	watt
W	west
WC	windcomponent
WCA	wind correction angle
WAV	wind direction and speed
WPT	waypoint
WS	windshear
WX	weather
X	cross
XTK	cross track distance
XX	heavy
YD	yard

Source : LSST(E) report to LST #10

IEM FCL 1.490
Terminology used in Subpart J for procedures for the conduct of theoretical knowledge examinations.

Amendement to item 5

The meaning of terms used in Subpart J is given below.

1. Complete Examination:	An examination in all subjects required by the licence level.
2. Examination:	The demonstration of knowledge in 1 or more examination papers.
3. Examination Paper:	A set of questions to be answered by a candidate for examination.
4. Attempt:	A try to pass a specific paper.
5. Sitting:	~~An examination session provided by the NAA for a candidate to undertake an examination.~~ ***A period of time determined by the Authority for a candidate to undertake an examination. This period should not exceed 10 consecutive working days.***
6. Re-sit or Re-examination:	A second or subsequent attempt to pass a failed paper.

Source : LSST(E) report to LST #10