

**General Comment** - LFV Sweden: Not accepted - Implementation date remains as 1.7.99

**Appendix 1 to JAR-FCL 1.005**

Comment No: 7.065 Channel Express.

Editorial addition for clarification

Accepted, add in table: box (3)(i) full stop after "applicable", strike through "," and add upper case "D" in demonstrate and "N" in "Night.

**JAR-FCL 1.026 - Recent experience**

Comment No: 7.019 ERA

Difference from JAR OPS 1. Discussion and comparison with JAR OPS 1 resulted in the following agreed text:

Heading: add at end "for pilots not operating in accordance with JAR OPS 1"

Para (a) A pilot shall not operate an aeroplane as pilot-in-command carrying passengers unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type/class or a flight simulator of the aeroplane to be used, in the preceding 90 days.

Para (b) A co-pilot shall not serve at the flight controls in an aeroplane carrying passengers during take-off and landing unless he has served as a pilot at the controls during take-off and landing in an aeroplane of the same type or a flight simulator, of the aeroplane type/class to be used, in the preceding 90 days.

Para (c)Text unchanged from NPA

Comment Nos: 7.020 ALPA, 7.023 CAA Finland, 7.036 Finnair Flight Ops, 7.040 SAS, 7.004 LFV Sweden, 7.042 CAA Belgium, 7.043 AECMA, 7.049 DGAC France, 7.066 Channel Express, 7.072 CAA UK.

All the above are covered by comment 7.019 above.

Comment No: 7.048 Brendair

Rejected. We stay with the JAR OPS 1 text,

Comment No: 7.061 BAeS Chadderton.

Rejected. If more stringent requirements are needed they should be introduced in JAR OPS 1. If not needed in JAR OPS, they are certainly not required for General Aviation.

Comment No: 7.080 IFALPA

Para 1: Rejected - approved for this purpose

Para 2: Rejected - stay with JAR OPS

Para 3: Rejected - unless JAR OPS is changed

**JAR-FCL 1.030**

Comment No: 7.030 Aeropers, Switzerland - accept the NPA proposal

Comment No: 7.073 CAA UK

Rejected - FCL-C considered it necessary to retain this text. It is allowed with the consent of the Authority.

Comment No: 7.067 Channel Express

Rejected - as above and for quality control assurance.

**JAR-FCL 1.040**

Comment No: 7.005 LFV Sweden

Accepted, in line 3 replace "use" with "undergo"

Comment No: 7.024 CAA Finland

Covered - including the student pilot, who flies on the basis of authorisation and has a medical certificate.

Comment No: 7.068 Channel Express

Rejected - many 'over the counter' drugs are as dangerous as other prescribed medication. Also, not part of NPA.

Comment No: 7.074 CAA UK

Rejected - a medical certificate is not required for a person undertaking a trial lesson, or a passenger carried in the right hand seat, and both may have taken medication prior to flight, therefore not applicable to student pilots prior to first solo either.

**JAR-FCL 1.050**

Comment No: 7.006 LFV Sweden

Rejected - Outdated ICAO - Co-pilot has captain experience today.

Comment No: 7.021 ALPA

Rejected - covered in full by theory exam.

Comment No: 7.064 European Air Transport

Agree with above NPA

Comment No: 7.069 Channel Express

Misunderstanding - PICUS is not considered as co-pilot here.

**AMC FCL 1.050**

Comment No: 7.050 DGAC France

Accepted. Will become an appendix to JAR-FCL 1.055(b)(2)

**IEM FCL 1.050** crediting of theoretical knowledge -

Bridge instruction and examination syllabus  
ESC will be asked to prepare a proposal on  
questions  
distributed and time allocated, for NPA 14

**Appendix 1 to JAR-FCL 1.055**

Comment No: 7.007 LFV Sweden

It is sufficient for them to be named in the FTO approval.

Comment No: 7.051 DGAC France

Agreed - editorial: add comma after "shall hold" and delete comma after "have held".

Comment No: 7.052 DGAC France

New box as shown on following page to be added for transitional arrangements (Appendix 1 to JAR-FCL 1.005) NPA 5, page 2 for FTD and/or FNPT I .

4. Instructors on FTD and/or FNPT I

Instructors on FTD and/or FNPT I	3 years recent experience as instructors on FTD	Spare	Instructors on FTD and /or FNPT I
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Amend para 18 of Appendix 1 to JAR-FCL1.055 ) NPA 5 to read:  
Amend para 15 of Appendix 2 to JAR-FCL1.055 )

"Except for instructors having an authorisation according to item 3 and 4 of Appendix 1 to JAR-FCL 1.005"

Table accepted.

Comment No: 7.053 DGAC France

Reference in comment should read para 1.405 - Rejected - SFI restricted to type rating and MCC training.

**Appendix 2 to JAR-FCL 1.055**

Comment No: 7.083 ECA

Accepted. Para 15 amended as follows:

" 15. For flight training duties on an FTD, instructors shall have instructional experience appropriate to the training courses they are appointed to conduct and shall hold, or have held 3 years prior to the first appointment, a professional....."

**IEM FCL No 2 to JAR-FCL 1.055**

Comment No: 7.002 LFV Sweden - not accepted

Comment No: 7.008 LFV Sweden

Accepted - add "should" to the 2nd line under headline after "courses".

Comment No: 7.009 LFV Sweden

Accepted - amend text in heading to read "FTOs/TRTOs if applicable."

Comment No: 7.002 LFV Sweden - noted.

**Appendix 1 to JAR-FCL 1.075**

Comment No: 7.054 DGAC France

Rejected - Leave as it is, in accordance with ICAO - ICAO does not force us to sign section XI personally. Some countries already use facsimile signatures to reduce the work load.

Comment No: 7.033 MOT Germany and Comment No: 7.075 CAA UK

Continue to enter medical limitations on the licence. Following considerable discussion, the FCL-C considered this should be left open for States who have legal problems. An amendment to the text to cover this was agreed as follows:

Para 3: 2nd line, after "IEM 3.100" add "and at the discretion of the Authority, in the licence."

Comment No: 7.070 Channel Express

Rejected - misunderstanding.

For clarification , the FCL-C agreed the following statements:

1. A licence issued on the basis of transitional arrangements, according to JAR-FCL 1.005(b)(1) should not contain the words "Joint Aviation Authorities".
2. Licences issued according to national regulations and revalidated by completion of the requirements of Appendix 1 to JAR-FCL 1.005 should not contain the words "Joint Aviation Authorities".

Comment No: 7.081 IFALPA

Standardised method for writing date - Proposal rejected. The FCL-C agreed that the European system should be accepted throughout: day, month, year, all in numerals.

#### **JAR-FCL 1.120**

Comment No: 7.062 BAeS JAR-FCL 1.120 and 135

JAR-FCL 1.120 - The meeting rejected this comment as they upheld their original decision.  
JAR-FCL 1.135 - The navigation section of the PPLSkill test may be flown as a separate flight. See Appendix 1 to JAR FCL 1.130/1.350, para 14.

Comment No: 7.035 MOT Germany

Rejected - misunderstanding

#### **Appendix 2 to JAR-FCL 125**

Comment No: 7.010 LFV Sweden

Accepted. Text change as follows: Para 3, beginning of 3rd line, insert "at the discretion of the Authority".

#### **Appendix 1 to JAR-FC 1.130.135**

Comment No: 7.076 CAA UK

Initial PPLtraining on a multi-engine aeroplane. MD to provide a WP to cover this issue for the next meeting.

#### **AMC FCL 1.425**

Comment No: 7.003 LFV Sweden - Noted

**NPA 7 CONTINUED - FCL 99/3**

**APPENDIX 1 TO JAR-FCL 1.130 & 1.135**

Comment No: 7.076 - CAA UK.

This had been discussed at FCL 99/2, but the meeting considered that this would need to be further considered under future work. A WP was anticipated from MD on the PPL multi-engine course.

**APPENDIX 2 TO JAR-FCL 1.135**

Comment No: 7.011 - LFV Sweden

Section 6(a) Leave engine shut down and restart as it is.  
Proposal to delete FNPTII - agreed. Delete "FNPTII of a". Correct 2 typos: 1st line of (a) "during", 2nd line of (a) "flight".

(d) Delete all wording in brackets.

Delete all text in italic print in box below heading of Section 6.

**APPENDIX 2 TO JAR-FCL 1.170**

Comment No: 7.025 - CAA Finland

Accepted. Text in Section 6 of CPL should be same as Section 6 in PPL. Reproduce text from PPL in Section 6 of CPL.

Comment No: 7.012 - LFV Sweden - Covered, as in 7.011

Comment No.7.077 - CAA UK

Section 4 item (f) add "single engine". Agreed. After "with idle power" add "single engine only".

**JAR-FCL 1.175(b)**

Comment No: 7.082 - IFALPA

The Committee decided the new wording should stay. Comment rejected.

**JAR-FCL 1.185**

Comment No: 7.013 - LFV Sweden

Rejected - no requirement for ATPL

Comment No: 7.022 ALPA

Rejected. The Committee sees no need for this reduced requirement here. However, for clarity, the following text change was agreed at end of para (c) If the IR(A) has not been revalidated/renewed within the preceding last 7 years."

Comment No: 7.078 - UK CAA

Para (b) Rejected - the majority of States considered this not necessary.

## **APPENDIX 2 TO JAR-FCL 1.210**

Comment No: 7.026 - CAA Finland

Amendment to Section 2 item (e) - accepted. Delete: "straight and level flight" and insert "stabilised climb or descent at rate 1 turn".

Comment No: 7.027 - CAA Finland

Accept - delete "procedural go-around" and insert "missed approach procedure"

## **AMC FCL 1.215**

Comment No: 7.059 - Czech Republic

Give to TRWG for future work.

## **JAR-FCL 1.220**

Comment No: 7.038 - Finnair

This is not up to the FCL-C to decide. To be passed to the JOEB.

Comment No: 7.041 - SAS

Covered by JAR OPS text used in new wording for "Recent Experience".

Comment No: 7.044 - AECMA

(a) Deletion of "separate": Accepted

Comment 7.031 - Boeing

To TRWG to check for further consideration. Will be a TGL later.

Comment No: 7.032 - Boeing

Rejected - Stay with decision made by TRWG, FCL-C and recommendation from JOEB.

Comment No: 7.058 - Czech Republic

To TRWG for further consideration

Comment No: 7.039 - Finnair

Rejected - stay with decision from TRWG.

Comment No: 7.028 - CAA Finland - Comment withdrawn.

Comment No: 7.084 - Boeing - Rejected - as before.

**AMC FCL 1.220** - Although no comments were received it was agreed to make the following changes: During consideration of NPA 7, an amendment was agreed to AMC FCL 1.220, deletions to the table pages 50 and 53: delete "SP" against MS 760 Paris, and C525 page 50, and delete C525 on page 53.

**JAR-FCL 1.235(c)** - although no comment was received to this proposed change, the FCL-C agreed an addition to the text as follows: at end of new text add: except for types or variants within the single engine piston class rating."

## **Appendix 2 to JAR-FCL 1.240**

Comment No: 7.045 - AECMA

Rejected. Leave as it is.

## **Appendix 2 to JAR-FCL 1.240 and 1.295**

Comment No: 7.071 - Channel Express

Partly accepted, add "type" before "rating".

## **Appendix 3 to JAR-FCL 1.240**

Comment No: 7.079

Following lengthy discussion it was agreed to delete the OTD column throughout the table, deleting the "P" in Section 1 item 1.1 and add "Rejected take-off" in Section 5 item 5.1, with a "P" in column FS and arrow to column A/C. Also add "M" in column "chkd in / FS /A/C" and renumber remaining items in Section 5. However, following further discussion regarding possible implications on the skill tests, it was agreed to withdraw this proposed change in NPA 7 for further discussion and amend the text before submitting it in NPA 14. The Chairman stated that work needs to be done on the existing text and he considered that FNPT should not be included. Partly accepted Matrix not accepted.

**JAR-FCL 1.245(b)(3)** - although no comments were received it was agreed to make the following changes:

**Note:** IR revalidation requirements are not clear. Proposal for new text. Following discussion, the FCL-C agreed an amendment to JAR-FCL 1.245(b)(3): Delete the last 2 lines and replace with "proficiency check in accordance with Appendix 1 to JAR-FCL 1.240 and 1.295." (NPA 7 Text).

## **JAR-FCL 1.370**

Comment 7.055 - DGAC France. Withdrawn

## **AMC FCL 1.425**

Comment No. 7.029 - CAA Finland

Rejected. A clear majority of the meeting agreed there was no need to add airborne times.

Comment No: 7.046 - AECMA/ 7.014 - LFV Sweden/7.047 - IAOPA

Partly accepted. Text changes as follows:

Para 12(c): delete "and multi-pilot type ratings"

Para 17: delete last sentence.

Comment No: 7.037 - Finnair - Misunderstanding

Comment No: 7.034 - MOT Germany - Check for typos - to be undertaken by JAA HQ.

Comment No: 7.056 - DGAC France

Accepted Replace "persons" by "pilots".

**AMC FCL 1.470**

Comment No: 7.018 - CAA Belgium - Handed to OPS Committee

Comment No: 7.017 - SNPL. As Comment 7.018 above

Comment No: 7.057 - DGAC France

Accepted. In 010 01 03 00 - after "PIC" add "/Commander"

Comment Nos: 7.016 - MOT Austria and 7.060 - Britannia Airways - Agreement.

**JAR-FCL 1.480**

Comment No:7.015 - LFV Sweden

Rejected. States all signed the Cyprus Arrangement. The meeting agreed to stay with the principle of keeping the questions confidential.

**JAR-FCL 1.495**

Comment No: 7.063

The FCL-C considered this comment only refers to ATPL. However, additional text was agreed for clarification as follows:

At end, add "for the issuance of an ATPL."

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