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Your reference number:

## NPA Distribution list

### **Subject: NPA FCL(2)- 17 (Helicopters) Miscellaneous**

The proposals in the above NPA have been received by the Central JAA, and are sponsored by the Licensing Director/Division in conjunction with the JAA Licensing Sectorial Team.

The NPA includes the table, the explanatory note and the suggested text change.

### **NPA Content**

NPA FCL(1)-16 is the core document and the same changes can be seen through the other two NPAs NPA FCL(2)-17 and NPA FCL(4)-18 accordingly.

NPA FCL(2)-17 proposes the adoption of distance learning concepts in JAR-FCL. It proposes elements on modular courses for theoretical distance learning, provides better focus on the scope of training and clarifies the terminology. Furthermore it introduces the overview of synthetic flight training credits in helicopter flying training courses. It also reduces the PIC requirements for the first multi-pilot type training and introduces the pre-requisites for the first multi-engine helicopter type rating.

This NPA changes some of the impracticalities met in the implementation of JAR-FCL. The end of the exemptions and interim measures in examination processes and the clarification for examination material used are also included in this NPA.

### **General**

The NPA is the standard JAA procedure for consultation with the aviation community. In addition to this JAA process the National Authorities may also perform their own consultation.

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The objective of the NPA consultation is to inform interested parties of the current position and to receive comments on the draft. This means that the draft text is not necessarily the final text.

**The JAA Committee expects that within the above perspective your organisation will participate efficiently in the NPA consultation. Your organisation is now invited to consider the NPA and submit comments by 1 September 2002. If no comments from your organisation by that date your agreement will be assumed.**

Y Morier  
Regulation Director

Copy: Mr. F. Woods, JAA Licensing Director

## JOINT AVIATION AUTHORITIES

### NOTICE OF PROPOSED AMENDMENT (NPA) COMMENT FORM

1. **NPA NUMBER: NPA FCL(2)-17**

Affected Requirement paragraph:  
Affected ACJ/AMJ or AMC/IEM paragraph:

2. **POSITION:** (cross out the parts that are not applicable)

Agree / Accept / No comment  
Propose different text / General comment  
Propose to delete paragraph

3. **PROPOSED TEXT/COMMENT:**

**Reason(s) for proposed text/comment:**

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## GUIDELINES TO COMMENT ON AN NPA

- 1.. For a better handling of comments we strongly recommend commentors to use this form.
- 2.. Please use **one form per comment**.
- 3.. If there is insufficient space on the form, use attachments and summarise your comments on the form.
- 4.. In case of disagreement, commentors should be aware that failure to explain the reason(s) for disagreeing may well result in the comments being laid aside for lack of understanding.  
For the same reason, the commentor should explain his/her position for deleting a paragraph.
- 5.. All comments must be sent to the NPA Administrator at Central JAA unless otherwise indicated in the NPA.
- 6.. Please note that, unless an extension period is granted, comments received after the stated comment date (see letter) will only be taken into account if practical.

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## JAR-FCL 2 - NPA-FCL 2 - 17 (Helicopter)

### EXPLANATORY NOTE

#### INTRODUCTION

1. Since January 2002, the Licensing Sectorial Team (LST) has replaced the JAA FCL Committee (FCL/C) under the "Agenda for Change" arrangements. Reference is made to both groups, as appropriate, in the text.
2. NPA-FCL 2-17 contains the items which have been modified, developed and agreed within the FCL Committee / LST during the last year. As a result the Central JAA - Licensing Division considers it necessary to consult on proposals for amendment to the JAR-FCL 2 (Helicopter).
3. These NPAs embrace the items covered by the above and comprise two components:
  - (a) This Explanatory Note contains a justification or comment on each NPA proposal; and,
  - (b) The proposed 'package' of amendments to the existing material in JAR-FCL 2, and some new text as necessarily.
4. The proposals included in this NPA have been prepared by the relevant (sub)-committees and endorsed by the JAA FCL committee / LST. It is advised that these proposals should be incorporated in JAR-FCL 2 on 31 March 2003 at the latest.

#### PROPOSED AMENDMENTS

5. Paragraph 8 incorporates the **justification** for each of the proposals contained in the NPA 'package' material, and is sub-divided into the subparts that are affected. For ease of reference, each amendment proposal in this Explanatory Note is detailed in a sequential order, i.e. Section 1 - requirement number and Appendix (if applicable), followed by the associated Section 2 material - AMC or IEM as applicable.
6. The proposals themselves are grouped by subpart and amendments and new text is in ***bold italics*** and text proposed to be deleted is shown by ~~striketrough~~.

## GENERAL OVERVIEW

7. The tabel below shows a General Overview of affected JAR-FCL paragraphs due to NPA-FCL 1-16, NPA-FCL 2-17 and NPA-FCL 4-18.

JAR-FCL Reference	New	Amendment	JAR-FCL 1 (Aeroplane) NPA-FCL 1-16	JAR-FCL 2 (Helicopter) NPA-FCL 2-17	JAR-FCL 4 (Flight Engineers) NPA-FCL 4-18
<b>Subpart A</b>					
JAR-FCL X.001		✓	✓	✓	✓
Appendix 1 to JAR-FCL X.005		✓	✓	✓	
JAR-FCL X.015	✓		✓	✓	✓
JAR-FCL X.025	✓		✓	✓	✓
JAR-FCL X.055		✓	✓	✓	
Appendix 1a to JAR-FCL X.055		✓	✓	✓	
Appendix 2 to JAR-FCL X.055		✓		✓	
Appendix 3 to JAR-FCL X.055	✓		✓	✓	
IEM no. 3 to JAR-FCL X.055		✓		✓	
IEM no. 4 to JAR-FCL X.055	✓			✓	
JAR-FCL X.065	✓		✓	✓	✓
<b>Subpart B</b>					
<i>No changes to this Subpart</i>					
<b>Subpart C</b>					
AMC FCL X.125		✓	✓	✓	
<b>Subpart D</b>					
JAR-FCL X.160		✓	✓	✓	
Appendix 1 to JAR-FCL X.160 & X.165(a)(1)		✓		✓	
AMC FCL X.160 & X.165(a)(1)		✓		✓	
Appendix 1 to JAR-FCL X.160 &		✓	✓	✓	

<b>JAR-FCL Reference</b>	<b>New</b>	<b>Amendment</b>	<b>JAR-FCL 1 (Aeroplane) NPA-FCL 1-16</b>	<b>JAR-FCL 2 (Helicopter) NPA-FCL 2-17</b>	<b>JAR-FCL 4 (Flight Engineers) NPA-FCL 4-18</b>
X.165(a)(2)					
AMC FCL X.160 & X.165(a)(2)		✓	✓	✓	
Appendix 1 to JAR-FCL X.160 & X.165(a)(3)		✓		✓	
AMC FCL X.160 & X.165(a)(3)		✓		✓	
Appendix 1 to JAR-FCL X.160 & X.165(a)(4)		✓	✓		
AMC FCL X.160 & X.165(a)(4), X.205 & X.285	✓		✓	✓	
<b><i>Subpart E</i></b>					
JAR-FCL X.195		✓	✓	✓	
Appendix 1 to JAR-FCL X.205		✓	✓	✓	
JAR-FCL X.210		✓		✓	
<b><i>Subpart F</i></b>					
JAR-FCL X.215		✓	✓		
Appendix 1 to JAR-FCL X.220		✓		✓	
JAR-FCL X.221	✓		✓		
JAR-FCL X.240		✓	✓		
Appendix 1 to JAR-FCL X.240		✓	✓		✓
JAR-FCL X.245		✓	✓		
JAR-FCL X.250		✓	✓	✓	
JAR-FCL X.251	✓		✓		
Appendix 1 to JAR-FCL X.251	✓		✓		
AMC FCL X.251	✓		✓		
JAR-FCL X.255	✓			✓	
Appendix 1 to JAR-FCL X.255	✓			✓	

<b>JAR-FCL Reference</b>	<b>New</b>	<b>Amendment</b>	<b>JAR-FCL 1 (Aeroplane) NPA-FCL 1-16</b>	<b>JAR-FCL 2 (Helicopter) NPA-FCL 2-17</b>	<b>JAR-FCL 4 (Flight Engineers) NPA-FCL 4-18</b>
JAR-FCL X.261		✓	✓		
<b><i>Subpart G</i></b>					
JAR-FCL X.280		✓	✓	✓	
JAR-FCL X.285		✓	✓	✓	
Appendix 1 to JAR-FCL X.285		✓	✓	✓	
JAR-FCL X.290		✓	✓	✓	
<b><i>Subpart H</i></b>					
JAR-FCL X.305	✓		✓		
JAR-FCL X.315		✓	✓	✓	✓
JAR-FCL X.330		✓	✓	✓	
JAR-FCL X.355	✓		✓	✓	
JAR-FCL X.360		✓		✓	
JAR-FCL X.390		✓	✓		
JAR-FCL X.410		✓	✓	✓	✓
JAR-FCL X.416	✓		✓		
JAR-FCL X.417	✓		✓		
JAR-FCL X.418	✓		✓		
<b><i>Subpart I</i></b>					
<i>No changes to this Subpart</i>					
<b><i>Subpart J</i></b>					
JAR-FCL X.480		✓	✓	✓	
JAR-FCL X.485		✓	✓	✓	
JAR-FCL X.490	✓	✓	✓	✓	
IEM FCL X.490	✓		✓	✓	
JAR-FCL X.495		✓	✓	✓	



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## JUSTIFICATIONS

### 8. NPA-FCL 2 - 17 (Helicopter)

#### SUBPART A

##### - JAR-FCL 2.001 : Definitions and Abbreviations

The last ICAO Annex 1, amendment no. 163 is applicable from the 1<sup>st</sup> November 2001. In chapter 1 - paragraph 1.1 – Definition, the Flight Time definition has changed. There are now different definitions between aeroplane and helicopter and these new definitions are different with JAR-FCL definitions. Therefore, the FCL Helicopter SubCommittee - WP LSST(H) # 1 - proposed and the LST - LST # 2 meeting accepted to amend the definition of flight time in JAR-FCL according to the ICAO definition.

##### - Appendix 1 to JAR-FCL 2.005 : 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.

Following the discussion of WP FCL HSC 2001/10 in the FCL Helicopter SubCommittee and endorsed by the LST - LST # 1 meeting -, on the clarification of the meaning of the "\*" in the table under paragraph (1)(d) of this Appendix. For this purpose the row (g) has been amended and a new row (h) has been created. In row (g), if the applicant has passed an ICAO ATPL(H) theory exam in the JAA Member State of licence issue he/she will be issued with a JAR-FCL CPL/IR(H) with ATPL(H) theory credit. For new row (h), if an applicant has a national CPL/IR(H) without ATPL(H) theory and more than 500 hrs on multi-pilot helicopters he/she needs to pass an examination for JAR-FCL ATPL(H) theoretical knowledge in the State of licence issue, when obtaining an additional multi-pilot helicopter type rating. This will not change the concept concerning replacement of a national licence to a JAR-FCL licence, but is only a clarification.

##### - JAR-FCL 2.015 : Acceptance of licences, ratings, authorisations, approvals or certificates

The FCL Committee agreed to create a provision in JAR-FCL for National Aviation Authorities to endorse deviations from JAR-FCL on the licence. For this purpose a new paragraph (d) to this requirement has been created .

##### - JAR-FCL 2.025 : Validity of licenses and Ratings

In order to align JAR-FCL with JAR-OPS and ICAO Annex 1 regarding proficiency checks and their periods of validity. It was proposed and agreed during FCL Committee meeting 2001/1 to add a new paragraph(b) to JAR-FCL 2.025. The proposed text states that the Authority may extend the validity period of the rating until the end of the month. It has also been agreed as a Long Term Exemption.

##### - JAR-FCL 2.055 : Training organisations and registered facilities

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In conjunction with the introduction of new regulation for the provision of distance learning training (see new Appendix 3 to JAR-FCL 2.055), a study has been conducted by the FCL Examinations SubCommittee of the references in JAR-FCL to FTOs carrying out distance learning. There appeared to be some inconsistencies in terminology with FTOs and Organisations specialising in theoretical knowledge instruction. Organisations specialising in theoretical knowledge instruction are FTOs and, therefore, are required to be approved. As a result, the FCL Committee (FCL/C meeting 2001/5) agreed to delete paragraph (d) which makes reference to "Flying Training Organisations specialising in theoretical instruction". The reference is adequately covered under paragraph (a) to JAR-FCL 2.055, and Appendix 1a to JAR-FCL 2.055 has been amended in this NPA to reflect the scope of training provided.

**- Appendix 1a to JAR-FCL 2.055 : Flying Training Organisations for pilot licences and ratings**

- See Explanation of the amendment to JAR-FCL 1.055.

- Due to the development and adoption of new JAR-STD (H) documents, and particularly JAR-STD 1(H) and 3(H), the FCL Helicopter SubCommittee proposed to the FCL Committee a review of the credits allocated to STDs in the different courses. This affected also paragraphs 25 and 26 of this Appendix.

The origin of this proposal was WP FCL HSC 2000-4 and during FCL/C 2001/5 meeting it was accepted by the FCL Committee.

A reference to new IEM no. 4 to JAR-FCL 2.055 is also introduced.

**- Appendix 2 to JAR-FCL 2.055 : Type Rating Training Organisations for the issue of type ratings only to pilot licence holders**

A reference has been included in paragraph 24 of this Appendix to the new developed JAR-FCL 2.255 paragraph (a).

See also the explanation for the introduction of JAR-FCL 2.255(a).

**- Appendix 3 to JAR-FCL 2.055 : Approval of Modular Theoretical Knowledge Distance Learning Courses**

Upon advice from the FCL Examinations SubCommittee, the FCL Committee proposes to introduce regulation for the provision of theoretical knowledge distance learning elements on approved modular courses. This is in response to industry needs. The new proposal assists an Authority in assessing an FTO's competence to provide distance learning elements as part of the overall theoretical knowledge training on modular courses. JAR-FCL currently refers to distance learning (correspondence) courses in the 3 modular courses for CPL, IR and ATPL. The proposed new appendix (and associated guidance material) is based on NAA's experience of using the Open University model for distance learning, and also builds on the feedback and experience of FTOs within EAAPS.

The FCL Committee endorsed the proposal from the FCL Examinations SubCommittee during the FCL/C meeting 2001/5.

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**- IEM no.3 to JAR-FCL 2.055 : Flying Training Organisations for pilot licences and ratings**

A reference to new IEM no. 4 to JAR-FCL 2.055 is introduced.

**- IEM no. 4 to JAR-FCL 2.055 : Overview of Synthetic Flight Training Credits in Helicopter Flying Training Courses**

The FCL Helicopter SubCommittee proposed and the LST - LST # 2 meeting - agreed to introduce in JAR-FCL 2 a new IEM containing the overview of STD credits in flying training course. This IEM is introduced as a quick reference.

**- JAR-FCL 2.065 : State of licence issue**

JAR-FCL 2.065 requires that the State of licence issue of a JAR-FCL licence be the State under whose authority **all** the training and testing, including the initial medical examination and assessment, was carried out. This principle is based on the simple need for the State that issues the licence to be satisfied that the holder is fit and competent to exercise the privileges of that licence, even though all States that have implemented JAR-FCL apply the same standards and have demonstrated compliance through the standardisation process. All JAA States that have implemented JAR-FCL, and some that have yet to do so, will accept such licences and ratings without formality as meeting their national requirements.

This situation is accepted as an interim measure until such time as the application of JAR-FCL throughout the JAA is sufficiently mature to enable full credit to be given, wherever such training and testing has been carried out. However, when applied literally, it means that an applicant for a licence who had previously completed some of the requirements for licence issue outside the State in which the application was made would be required to repeat these requirements within the State of licence issue.

There are a number of reasons why an applicant would need to change the State of licence issue after completing some, but not all of the requirements for that licence in another JAA State, particularly in view of the current turmoil within the aviation industry worldwide. For the JAA States, these include:

- (a) A requirement for airline-sponsored students, and a recommendation for self-sponsored students, that an initial medical assessment is obtained before selection or commencing training, even though the State in which the training will be undertaken may at the time be unknown;
- (b) An enforced change of FTO in circumstances when no other FTO within the same State is able to offer to complete the training;
- (c) An agreement exists between two JAA Member States that provides for training or examination to be carried out by a State other than the State of licence issue.

In the first two cases the change of State would require the student to repeat the training and testing already undertaken to meet the requirement of JAR-FCL for all training and testing to have been carried out under the authority of the State of licence issue. This could impose a severe financial burden on the student to meet a requirement that should be unnecessary in view of the standardisation of all training and testing within the JAA, and is contrary to JIP

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Chapter 5 paragraph 5.1.2.1. which refers to the avoidance of duplication of work between NAAs. It is therefore the view of the LST that credit should be possible for those aspects of training and testing already completed if circumstances dictate a change of JAA State part way through the training process, or an agreement is in place.

This proposal is based on WP LST # 5.

#### SUBPART B

*No changes to this Subpart.*

#### SUBPART C

##### **- AMC FCL 2.125 : Syllabus of theoretical knowledge and flight instruction for the private pilot licence (helicopter) – PPL(H)**

The FCL Examinations SubCommittee submitted upon request from the FCL Committee a proposal for the amendment to the PPL Communications syllabus. This to align the CPL VFR Communications syllabus with the PPL Communications syllabus.

The FCL Committee endorsed the proposal from the FCL Examinations SubCommittee during the FCL/C meeting 2001/5.

#### SUBPART D

##### **- JAR-FCL 2.160 : Theoretical knowledge**

See the Explanation of the amendment to JAR-FCL 2.055.

##### **- Appendix 1 to JAR FCL 2.160 & 2.165(a)(1) : ATP(H) Integrated course .**

In terms of simulation for small helicopters the most convenient device should be the Flight and Navigation Procedure Trainer (FNPT). It is generally accepted that in helicopter simulation one of the most important characteristics is the daylight visual, supported by a powerful data-base. Today's technology is offering a large amount of possibilities in terms of simulation. The industry now is able to provide a fixed based Synthetic Training Device (STD) for helicopter with daylight visual. The challenge for the industry is the cost of the training on such device compared with the same training on the aircraft. The enlarged use of STDs is accepted in France for CPL(H) and IR(H) courses. Results from this experience, indicated that STDs improve the quality and the final result of the training. This will be particularly true in emergency procedures for single- and multi-engine helicopters (autorotation, tail rotor control failure, OEI etc.), and also for hovering exercises, cross country navigation, low altitude flight, night VFR, NVG etc. The FCL Helicopter SubCommittee proposed to the FCL Committee a review of the different helicopter flight training courses concerning the credits for STDs, thereby staying in line with ICAO Annex 1.

The WP FCL HSC 2000-4 was the basis of this review. The complete package was accepted during the LST # 1 meeting.

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- **AMC FCL 2.160 & 2.165(a)(1) : ATP(H) Integrated course .**

See explanation to the amendment of Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(1).

- **Appendix 1 to JAR FCL 2.160 & 2.165(a)(2) : CPL(H) Integrated course .**

See explanation to the amendment of Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(1).

- **AMC FCL 2.160&2.165(a)(2) : CPL(H) Integrated course .**

See explanation to the amendment of Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(1).

- **Appendix 1 to JAR FCL 2.160 & 2.165 (a)(3) : CPL(H) Modular course.**

See explanation to the amendment of Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(1).

- **AMC FCL 2.160 & 2.165(a)(3) : CPL(H) Modular course .**

See explanation to the amendment of Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(1).

- **AMC FCL 2.160 & 2.165(a)(3), 2.205 & 2.285 : Approval of Modular Theoretical Knowledge Distance Learning Courses**

In support of the proposed regulation for distance learning training, this new AMC provides guidance to FTOs wishing to offer distance learning programmes as part of approved modular courses.

See also the explanation for the introduction of Appendix 3 to JAR-FCL 2.055

SUBPART E

- **JAR-FCL 2.195 : Theoretical knowledge**

See the Explanation of the amendment to JAR-FCL 2.055.

- **Appendix 1 to JAR-FCL 2.205 : IR(H) - Modular flying training course**

Paragraph 2 is amended in order to clarify that an applicant for an IR(H) course shall have acquired sufficient type specific training before commencing this course.

For the amendment to paragraph 3, see the Explanation of the amendment to JAR-FCL 2.055.

The amendments to paragraphs 9 and 10 for the re-arrangement of the allocation of STD use in the IR(H) modular course. This proposal of the FCL Helicopter SubCommittee has been endorsed by the LST during LST # 2 meeting.

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**- JAR-FCL 2.210 : Skill**

The paragraph has been amended in order to refer to JAR-FCL 2.240. This to specify that an applicant wishing to obtain a type rating for the helicopter used in the IR(H) skill test shall comply with JAR-FCL 2.240, the type rating requirements.

SUBPART F

**- Appendix 1 to JAR-FCL 2.220 : List of type of helicopter**

- The licence endorsement **Bell204/205/UH1-D**, should read : Bell204/205/UH-1-D. This is considered as an editorial change by the FCL Committee.

- In the licence endorsement **Bell212/412/412SP**, delete line between Agusta Bell 412 and Agusta Bell 412 SP, since it is not a different variant and no differences course between Bell 412 and Bell 412SP is required.

- The introduction of a new helicopter type, the Eurocopter **EC130 B4**. This new type has a combined licence endorsement with the AS350 B 3.

- Two distinct new type ratings **AS332** and **AS 332L2** have been proposed by Eurocopter in order to replace the AS332/332L2 type rating featuring in NPA-FCL-12.

With its new Integrated Flight Instrument System (IFDS) and Full Authority Digital Electronic Control (FADEC), especially in One Engine Inoperative (OEI) mode, the manufacturer informed the FCL Helicopter SubCommittee that the AS332L2 should be a separate type rating.

For the above reasons, a training of differences between the two helicopter versions would be too extensive to familiarise pilots with new concept, and almost as time consuming as a full type rating.

Besides a new helicopter version, the AS332LP which is an alternative to the AS332L2 is being developed by Eurocopter. For this new variant, a training program based on differences will be applied.

Consequently, the FCL HSC accepted the breakdown of the Super Puma type rating in the licence endorsement AS332 and AS332L2/33LP.

- Concerning the **EC135** a difference course will be required when changing from CDS to CPDS (Central Panel Display System) and vice versa. This is due to the level of technology.

- The introduction of a new helicopter type (with variants), the Eurocopter **BK117 B-2**, **BK117 C-1** and **BK117 C-2**. This new type has the licence endorsement **BK117**.

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### **- JAR-FCL 2.250 : Type rating, multi-pilot – Conditions**

- Concerning the amendment of paragraph (a)(1), the existing 100 hours requirement is the same for both aeroplanes and helicopters. It appears that it was copied directly to JAR-FCL 2 from JAR-FCL 1. The requirement for aeroplanes is linked closely to the CPL provisions detailed in ICAO Annex 1, but this is not the case for helicopters

When JAR-FCL 2 was drafted, it was envisaged that those applicants intending to operate multi-pilot helicopters would complete the ATPL(H) Integrated Course. This course was structured around the 100 hour pilot-in-command (PIC) pre-requisite for multi-pilot training, with the possibility of logging 65 hours of the total 195 hours as student pilot-in-command (SPIC). When this 65 hours of SPIC is added to the 35 hours actual PIC, the graduate of an ATPL(H) course meets the pre-requisite for the commencement of multi-pilot training.

However, after implementing JAR-FCL 2 in some JAA Member States, it was found that the ATPL(H) Integrated course has no attraction. Most students now training for the JAR-FCL CPL are following either the CPL integrated or modular route, but these courses do not include the possibility of logging SPIC time. Therefore, the graduate of a CPL Integrated course has only 35 hours of PIC. As there is no possibility of logging PIC or SPIC on the IR or MCC courses, a CPL holder would still have only 35 hours PIC after the completion of the hours of ab initio training - 65 hours short of the 100 hour pre-requisite for commencing training for a multi-pilot type rating.

For this reason the FCL Helicopter Subcommittee proposed to the FCL Committee - FCL/C 2001/4 meeting - to reduce the 100 hours to 70 hrs PIC time in paragraph (a)(1). It is important to mention that an applicant for a multi-pilot type rating graduating from a CPL(H) integrated course who has less than 70 hours as PIC of helicopters shall have the type rating issued limited to co-pilot privileges only. This proposal was based on WP FCL HSC 2001/3. At the same time we stay in line with the experience requirements for multi-engine helicopters.

- The introduction of a new paragraph (a)(3) is based on WP FCL HSC 2000/9 where the pre-entry requisites for the first type for multi-pilot helicopters were reviewed. In this Working Paper it was explained that the case could be the holder of a PPL(H) with IR(H) holding already a type rating with IR privileges for a VFR/IFR single pilot, single-engine ( turbine ) certificated helicopter. When intending to add another helicopter type with IR privileges (e.g. multi-engine turbine helicopter.), certificated VFR single pilot / IFR multi-pilot, this PPL(H) holder must have passed the ATPL(H) course and examination, despite the fact that the applicable operational limitations of the added type( i.e. speed, altitude,range etc. ) will not differ that much as it might be with regard to complexity and level of technology of that type (technical aspects).

The differences in operational demands and limitations are not comparable to those when changing from a single-pilot certificated single-engine/multi-engine piston driven aeroplane type to a multi-pilot turbine-powered aeroplane type, as laid down in JAR-FCL 1.

In order to cater for this the FCL Committee - FCL/C 2001/4 meeting - accepted the proposed introduction of the paragraph (a)(3) to JAR-FCL 2.250.

### **- JAR-FCL 2.255 : Type rating, single pilot - conditions**

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Based on WP FCL HSC 2000-8 and the discussion in the FCL Helicopter SubCommittee, which took the following facts into account :

- JAR 27 certificated helicopters MTOM has been raised from 6000 lbs to 7000 lbs;
- level of technology, especially in multi-engine helicopters, has raised significantly;
- pre-entry requirements to individual helicopter licence holders to type rating courses are reflected in JAR-FCL 2.250 only for multi-pilot type ratings ; ( Explanation on the amendment of JAR-FCL 2.250)
- PPL(H) training courses in accordance with JAR-FCL 2.125(a) in registered facilities are limited to single-engine helicopters with a maximum certificated seating capacity of not more than 4 persons;
- Appendix 1 to JAR-FCL 2.130 & 2.135 requires in paragraph 19 that where the skill test is taken on a multi-engine helicopter, the applicant shall fulfill the requirements of JAR-FCL 2.255;

Based on the previous mentioned items the FCL Helicopter SubCommittee developed the new JAR-FCL 2.255 paragraph and Appendix 1 to JAR-FCL 2.255.

The FCL Committee - FCL/C 2001/4 meeting - accepted the introduction of this new JAR-FCL paragraph

**- Appendix 1 to JAR-FCL 2.255 : Contents of the approved pre-entry course for the purpose of a first type rating for a multi-engine helicopter.**

This new Appendix mentions the contents of pre-entry course for the purpose of a first type rating for a multi-engine helicopter.

See explanation of the introduction of JAR-FCL 2.255.

**SUBPART G**

**- JAR-FCL 2.280 : Experience and crediting**

The FCL Helicopter SubCommittee proposed and the LST - LST # 1 meeting - accepted to amend paragraph (a) to allow a maximum of 25 hours flight time in an FNPT out of the total 100 hrs in STDs for helicopters. This amendment is due to the adoption of JAR-STD 3(H) , requirements for FNPT (H) by the JAA Committee. For consistency the LST agreed to apply this proposal to both JAR-FCL 1 (Aeroplane) and JAR-FCL 2 (Helicopter).

**- JAR-FCL 2.285 : Theoretical knowledge**

- Introduction of a reference to the minimum requirements for the replacement of a national licence to a JAR-FCL licence, Appendix 1 to JAR-FCL 2.005.

For clarification of the link between JAR-FCL 2.005 (a)(2), Appendix 1 to JAR-FCL 2.005 and JAR-FCL 2.285 the FCL Helicopter SubCommittee was of the opinion that :



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a. It will not be possible for the holder of a national CPL(H) + IR(H) holder to direct apply for a JAR-FCL ATPL(H).

b. It will also not be possible for holders of a national CPL(H)/IR(H) to be directly credited towards the ATPL(H) theoretical knowledge requirement in JAR-FCL 2.285(a).

- See the Explanation of the amendment to JAR-FCL 2.055.

**- Appendix 1 to JAR-FCL 2.285 : ATPL(H) - Modular theoretical knowledge course**

- Following a clarification request during FCL/C 2001/5 meeting the FCL Committee agreed to add "issued in accordance with ICAO Annex 1" in the first line of paragraph 2. By amending this paragraph it is aligned with Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(3) paragraph 2(a).

- See also the explanation of the amendment to JAR-FCL 2.055.

**- JAR-FCL 2.290 : Flight instruction**

A clarification has been requested during FCL/C 2001/4 meeting concerning the interpretation of " issued and rendered valid" in this JAR-FCL paragraph. The FCL Committee agreed that there is a need to obtain first JAR-FCL CPL(H) before applying for a JAR-FCL ATPL(H). This means that it not possible to go directly from a non-JAA CPL(H) to a JAA ATPL(H).

Therefore, it was agreed to delete the words " issued and rendered valid under JAR-FCL".

**SUBPART H**

**- JAR-FCL 2.315 : Instructor ratings – Period of validity**

In order to create a uniform period of validity for all instructor ratings and authorisations it was agreed by the FCL Committee to delete the reference to "SFI".

**- JAR-FCL 2.330 : FI(H) – Privileges and requirements**

- With the amendment of the introductory text of this paragraph a minimum of 15 hours of instruction has been introduced for the FI(H) in order to exercise his/her privileges. The FCL Helicopter SubCommittee is of the opinion that a instructor should have a minumum of instruction hours to keep his/her proficiency.

- Paragraphs (a) through (d) have been re-arranged for clarification purposes.

- In paragraph (e) the words "of instrument" have been introduced to clarify that the 200 hrs shall be flown in accordance with the definition of "instrument flight time" as laid

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down in JAR-FCL 2.001. This means as time which a pilot is controlling an aircraft in flight solely by reference to instruments. The basis for this discussion was WP FCL HSC 2000-1.

**- JAR-FCL 2.355 : FI(H) – Revalidation and renewal**

Based on a WP presented in the FCL Helicopter SubCommittee - WP FCL HSC 2001/8 - where it was explained that after two years experience of working to JAR-FCL 1 and JAR-FCL 2 policy, it has become clear that the FI(A) and FI(H) revalidation policy is unsatisfactory.

The LST is satisfied that Flight Instructors are tested initially for their potential to instruct. However, there is serious concern that such instructors can become unrestricted without further testing or standardisation, other than by meeting the minimum hours requirement and attendance at a seminar. Therefore the LST - LST # 1 meeting - agreed to the amendment of this paragraph, to require FI(H) rating holders to pass a proficiency check at every second revalidation.

**- JAR-FCL 2.360 : Type rating instructor rating (helicopter) (TRI(H)) – Privileges**

See explanation to the amendment of JAR-FCL 2.330 introductory text.

**- JAR-FCL 2.410 : SFI(H) - Requirements**

Upon a clarification request during FCL/C 2001/3 meeting on how an SFI can undertake the requirement as stated in paragraph (a)(7) , 3 route sector as an observer on a flight deck, where there is no observer's seat. The FCL Committee agreed to an amendment to JAR-FCL 2.410 (a)(7) with the addition in the last line, after "applicable" add "or similar type as agreed by the Authority".

**SUBPART I**

*No changes to this Subpart.*

**SUBPART J**

**- JAR-FCL 2.480 : Examination procedure**

The old text was considered obsolete and unworkable by the Examinations Sub-Committee in light of feedback from JAA Member States. The new text introduces a measure of flexibility as to how the provision of examination material is made by each Authority. The Joint Implementation Procedures document specifies what charts, maps, data sheets and other equipment is allowed at the examination.

**- JAR-FCL 2.485 : Responsibilities of the applicant**

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The text in this requirement has been written to clarify what kind of evidence is acceptable to an Authority of preparation and entry to the examination process. The new text now makes it mandatory for an applicant to be recommended for entry to the examinations by the FTO responsible for the applicant's training.

**- JAR-FCL 2.490 : Pass standards**

When JAR-FCL was implemented in 1999, the 3 year transition period commenced with the intention to achieve as smooth a transition as possible from each State's National regulations to those of JAR-FCL. In light of feedback from those States who were conducting examinations, it became apparent that the partial pass rule, coupled with the three attempts at examination papers rule was both unfair and unworkable. The FCL Committee introduced both a long term exemption deleting the partial pass rule, and some short term interim measures to assist the examination process which would be withdrawn once new rules had been adopted.

These new rules are now proposed in JAR-FCL 2.490 on advice from the Examinations SubCommittee. The proposal allows the number of attempts at each examination paper to be 4, confined to 6 examination sittings or the time limit a student has to pass all examination papers. That time limit is now 18 months for ATPL, CPL and IR. This proposal was developed and agreed by all the States which are currently providing JAR-FCL examinations, and is considered to be a rational measure for simplifying the regulation of the theoretical knowledge examination procedures.

**- IEM FCL 2.490 : Terminology used for the Theoretical Knowledge Examination Process**

In view of proposed changes to JAR-FCL 2.490, it was also considered necessary by the FCL Examinations SubCommittee to introduce some guidance and explanatory material on the use of specific examination terminology, in order to clarify their meaning.

**-JAR-FCL 2.495 : Acceptance period**

Editorially reworded in order to be consistent with proposed changes under JAR-FCL 1.490.

# NPA-FCL 2 - 17 (Helicopter)

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JAR-FCL 2.001

Definitions and Abbreviations

*New definition for Flight time*

Flight time:

~~The total time from the moment that an aircraft first moves under its own or external power for the purpose of taking off until the moment it comes to rest at the end of the flight.~~

***The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.***



Appendix 1 to JAR-FCL 2.005

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 row (g) and new row (h), renumbering of remaining rows.

CPL/IR(H) and passed an ICAO ATPL(H) theory test in the JAA Member State of licence issue	>500 hrson multi-pilot helicopters	(i) demonstrate to the Authority a knowledge of flight planning and flight performance as required by AMC FCL 2.470(a);  (ii) meet remaining requirements of JAR-FCL 2.250(a)	CPL/IR(H)  <b>with JAR-FCL ATPL(H) theory credit</b>	Not applicable	(g)
<b>CPL/IR(H)</b>	<b>&gt;500 hrs on multi-pilot helicopters</b>	<b>(i) to pass an examination for JAR-FCL ATPL(H) theoretical knowledge in the JAA Member State of licence issue * (see text below table)</b>  <b>(ii) meet remaining requirements of JAR-FCL 2.250(a)</b>	<b>CPL/IR(H)</b>  <b>with JAR-FCL ATPL(H) theory credit</b>	<b>Not applicable</b>	<b>(h)</b>
CPL/IR(H)	>500 hrs as PIC on single-pilot helicopters	None	CPL/IR(H) with type ratings restricted to single-pilot helicopters	Obtain multi-pilot type rating as required by JAR-FCL 2.240	(h)  (i)

\* CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL theory credit for a JAR-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must pass an examination in JAR-FCL ATPL(H) knowledge in the JAA Member State of licence issue.

JAR-FCL 2.015

**Acceptance of licences, ratings, authorisations, approvals or certificates**

*Adjustment to the paragraph*

***(d) When an Authority issues a licence which deviates from JAR-FCL, an endorsement shall be made on the licence, under item XIII.***



JAR-FCL 2.025

Validity of licenses and Ratings

*New paragraph*

***(b) Issuing or revalidation/renewing a rating, the Authority may extend the validity period of the rating until the end of the month, which date remains the expiry date of the rating as long as the revalidation /renewal requirements are fulfilled.***





JAR-FCL 2.055

Training organisations and registered facilities

*Proposal to delete paragraph (d)*

~~(d) Flying Training Organisations specialising in theoretical instruction located in the JAA Member States, will be granted approval by the Authority subject to complying with those parts of Appendix 1 of JAR-FCL 2.055 relevant to the specialised knowledge instruction they are providing.~~



## Appendix 1a to JAR-FCL 2.055

## Flying Training Organisations for pilot licences and ratings

*(IEM no.4 to JAR-FCL 2.055)*

*Amendments to paragraphs 1, 2, 11, 25, 26 and a reference to new IEM no. 4 to JAR-FCL 2.055*

1 A Flying Training Organisation (FTO) is an organisation staffed, equipped and operated in a suitable environment offering flying training, and/or synthetic flight instruction and, if applicable, **and/or** theoretical knowledge instruction for specific training programmes.

2 A FTO wishing to offer approved training to meet JAR-FCL requirements shall obtain the approval of the Authority of a JAA Member State. No such approval will be granted by the Authority of the Member State unless:

- a) the Authority can enforce the JAR-FCL requirements; and
- b) the FTO meets all requirements of JAR-FCL.

This Appendix gives the requirements for the issue, revalidation and variation of the approval of an FTO. **A FTO need only meet the requirements relevant to the instruction it is providing.**

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 following 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. **For FTOs conducting theoretical knowledge instruction only, the positions of HT and CGI may be combined and the nominated person need only meet the requirements set out in paragraph 19 below.**

## TRAINING AND TESTING HELICOPTER(S)

25 An adequate number of training and testing helicopters appropriate to the courses of training and testing shall be provided. **This number may be affected by the availability of STDs.** Each helicopter shall be fitted with duplicated primary flight controls for use by the instructor and the student. Swing-over flight controls shall not be acceptable. The helicopter(s) shall include, as appropriate to the courses of training, helicopter(s) suitable for auto-rotation demonstration and helicopter(s) suitably equipped to simulate instrument meteorological conditions, and suitably [equipped for the instrument flight training and testing required. For flight training and testing for IR(H), an adequate number of IFR certificated helicopters shall be available.]

26 Only helicopter(s) approved by the Authority for training purposes shall be used. **If the helicopter used for the skill test is of a different type from the FS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III in the relevant flight training programme.**

Appendix 2 to JAR-FCL 2.055

Type Rating Training Organisations for the issue of type ratings only to pilot licence holders

Amendment to paragraph 24 :

REQUIREMENTS FOR ENTRY TO TRAINING

[24] The TRTOs shall be responsible for ensuring that trainees meet at least the pre-requisite conditions for type rating training as set out in JAR-FCL 2.250 **or JAR-FCL 2.255, as applicable.**



**Appendix 3 to JAR-FCL 2.055****Approval of Modular Theoretical Knowledge Distance Learning Courses**

*(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3))*

*(See Appendix 1 to JAR-FCL 2.205)*

*(See Appendix 1 to JAR-FCL 2.285)*

*(See ACJ FCL 2.160 & 2.165(a)(3), 2.205 & 2.285)*

*New Appendix*

**TRAINING ORGANISATION**

**1. Classroom accommodation shall be available either at the principal place of registration of the training organisation or, subject to the approval of the Authority, within a suitable facility elsewhere. In either case, both classrooms and all associated teaching facilities shall conform to the requirements for organisation approval. Before training commences, approval will be obtained from the Authority to conduct a modular course programme using distance learning.**

**2. The Head of Training or CGI of an FTO undertaking distance learning shall comply with the requirements of Appendix 1a to JAR-FCL 2.055. All theoretical knowledge instructors shall meet the requirements of JAR-FCL and have appropriate qualification or relevant experience which is satisfactory to the Authority.**

**3. FTOs delivering only theoretical knowledge training will be subject to the same approval and audit requirements as are applied to FTOs in accordance with Appendix 1a to JAR-FCL 2.055.**

**4. It is open to the approved FTO to provide some or all of these courses either on a full time attendance basis, or by distance learning. An element of classroom instruction shall be included in all subjects of modular distance learning courses. The amount of actual classroom instruction shall cover not less than 65 hours, or 10 working days, whichever is the greater.**

**INSTRUCTORS**

**5. All instructors shall be fully conversant in the requirements of the distance learning programme, including the quality assurance system. Their initial training shall take place at the principal place of registration; all subsequent training shall be to the same standard as for resident instructors. Wherever instructors are located, the Quality System shall provide a satisfactory means of monitoring individual performance and adhere to approved training programmes.**

**IEM No.3 to JAR-FCL 2.055**

**Flying Training Organisations for pilot licences and ratings**  
**See Appendix 1a and 2 to JAR-FCL 2.055**  
**See IEM no. 4 to JAR-FCL 2.055**

*New reference to IEM no. 4 to JAR-FCL 2.055*



IEM no. 4 to JAR-FCL 2.055

## Overview of Synthetic Flight Training Credits in Helicopter Flying Training Courses

New IEM

		<b>ATP(H) Integrated</b>			<b>STD Credit</b>
	<b>Dual</b>	<b>Solo</b>	<b>SPIC</b>	<b>Total</b>	<b>FS, FNPT I,II,III</b>
<b>Visual</b>	75 hrs	15 hrs	40 hrs	130 hrs	30 hrs FS or 20 hrs FNPT II, III
<b>Instrument</b>	35 hrs	-	15 hrs	50 hrs	20 hrs FS, FNPT II, III or 10 hrs FNPT I
<b>MCC</b>	15 hrs	-	-	15 hrs	15 hrs FS, FNPT ,II,III (MCC)
<b>Total</b>	125 hrs	70 hrs		195 hrs	65 hrs FS or 55 hrs FNPT II, III or 10 hrs FNPT I
		<b>CPL(H) Integrated</b>			
	<b>Dual</b>	<b>Solo</b>	<b>SPIC</b>	<b>Total</b>	<b>FS, FNPT I,II,III</b>
<b>Visual</b>	90 hrs	15 hrs	20 hrs	125 hrs	40 hrs FS or 30 hrs FNPT II, III
<b>Instrument</b>	10 hrs	-	-	10 hrs	5 hrs FS, FNPT I,II,III
<b>Total</b>	100 hrs	-	-	135 hrs	45 hrs FS or 35 hrs FNPT II, III or 5 hrs FNPT I
		<b>CPL(H) Modular</b>			
	<b>Dual</b>	<b>Solo</b>	<b>SPIC</b>	<b>Total</b>	<b>FS, FNPT I,II,III</b>
<b>Visual</b>	20 hrs	-	-	20 hrs	5 hrs FS, FNPT II,III
<b>Instrument</b>	10 hrs	-	-	10 hrs	5 hrs FS, FNPT I,II,III
<b>Total</b>	30 hrs	-	-	30 hrs *	10 hrs FS, FNPT II, III or 5 hrs FNPT I
		<b>IR(H) Modular</b>			
	<b>Dual</b>	<b>Solo</b>	<b>SPIC</b>	<b>Total</b>	<b>FS, FNPT I,II,III</b>
<b>Single Engine</b>	35 hrs	-	15 hrs	50 hrs	25 hrs FS, FNPT II, III or 15 hrs FNPT I
<b>Multi Engine</b>	40 hrs	-	15 hrs	55 hrs	30 hrs FS, FNPT II, III or 20 hrs FNPT I
		<b>MCC(H) Modular</b>			
	<b>Dual</b>	<b>Solo</b>	<b>SPIC</b>	<b>Total</b>	<b>FS, FNPT I,II,III</b>
<b>MCC</b>	20 hrs	-	-	20 hrs	20 hrs FS, FNPT ,II,III(MCC)

**Note :**

Credits in FNPT I means, credits in an aeroplane FNPT I or in an helicopter FNPT I or in an aeroplane.

- Before commencing a CPL(H) modular course an applicant shall :

a) be the holder of a PPL(H) issued in accordance with ICAO Annex 1;

b) 155 hours flight time as a pilot in helicopters ,or 105 hours flight time as pilot in helicopters if holder of CPL(A) ,or 135 hours flight time as a pilot in helicopters if holder of PPL(A).

JAR-FCL 2.065

State of licence issue

*New paragraph (b)*

***(b) In circumstances acceptable to the Authority of the State of licence issue, and where the requirements of paragraph (a) above are not completed under the authority of one JAA Member State, an agreement may be made with another JAA National Authority for the applicant for a licence to complete the required training and testing under the authority of that other State. Any such agreement shall allow for the theoretical knowledge training and examinations, medical examination and assessment and flight training and testing conducted in the other JAA Member State in accordance with JAR-FCL to be accepted by the State of licence issue.***



AMC FCL 2.125

Syllabus of theoretical knowledge and flight instruction for the private pilot licence (helicopter) – PPL(H)

Amendment to Item COMMUNICATIONS

**COMMUNICATIONS**

- 100 Radio telephony and communications
- use of AIP and frequency selection
  - microphone technique
  - phonetic alphabet
  - station/aeroplane callsigns/abbreviations
  - transmission technique
  - use of standard words and phrases
  - listening out
  - required 'readback' instructions

**DEFINITIONS**

- Meanings and significance of associated terms
- Air Traffic Services abbreviations
- Q-code groups commonly used in RTF air-ground communications
- Categories of messages

- 101 Departure procedures
- radio checks
  - taxi instructions]
  - holding on ground
  - departure clearance

**GENERAL OPERATING PROCEDURES**

- Transmission of letters
- Transmission of numbers (including level information)
- Transmission of time
- Transmission technique
- Standard words and phrases (relevant RTF phraseology included)
- Radiotelephony call signs for aeronautical stations including use of abbreviated call signs
- Radiotelephony call signs for aircraft including use of abbreviated call signs
- Transfer of communication
- Test procedures including readability scale
- Read back and acknowledgement requirements
- Radar procedural phraseology

- 102 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

**RELEVANT WEATHER INFORMATION TERMS (VFR)**

- Aerodrome weather
- Weather broadcast



- 103 ~~Arrival and traffic pattern procedures~~
  - ~~— arrival clearance~~
  - ~~— calls and ATC instructions during the:~~
    - ~~— circuit~~
    - ~~— approach and landing~~
    - ~~— vacating runway~~

***ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE***

- 104 ~~Communications failure~~
  - ~~— Action to be taken~~
    - ~~— alternate frequency~~
    - ~~— serviceability check, including microphone and headphones~~
    - ~~— in-flight procedures according to type of airspace~~

***DISTRESS AND URGENCY PROCEDURES***

- ~~- Distress (definition – frequencies – watch of distress frequencies – distress signal – distress message)~~
- ~~- Urgency (definition – frequencies – urgency signal – urgency message)~~

- 105 ~~Distress and urgency procedures~~
  - ~~— distress (Mayday), definition and when to use~~
  - ~~— frequencies to use~~
  - ~~— contents of Mayday message~~
  - ~~— urgency (Pan), definition and when to use~~
  - ~~— frequencies to use~~
  - ~~— relay of messages~~
  - ~~— maintenance of silence when distress/urgency calls heard~~
  - ~~— cancellation of distress/urgency~~

***GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES***

JAR-FCL 2.160

Theoretical knowledge

*Amendment to paragraph (a)*

(a) Course. An applicant for a CPL(H) shall have received theoretical knowledge instruction at an approved flying training organisation (FTO), ~~or from an approved organisation specialising in theoretical knowledge instruction.~~ The course should be combined with a flying training course as set out in JAR-FCL 2.165.



## Appendix 1 to JAR FCL 2.160 &amp; 2.165(a)(1)

## ATP(H) Integrated course .

Amendment to paragraph 13

## FLYING TRAINING

13 The flying training shall comprise a total of at least 195 hours, to include all progress test, of which up to 35 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:

- (a) ~~95~~ **125** hours of dual instruction, of which up to 35 hours may be instrument ground time.
- (b) ~~400~~ **70** hours as pilot-in-command, including 34 hours VFR plus 1 hour night flight and 65 hours as student pilot-in-command (SPIC). **to include at least 14 hours solo day, 1 hour solo night and may include 55 hours as 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, at least 10 hours of cross country flight as student pilot-in-command including a VFR cross country flight totalling at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time including 5 solo circuits each to include a solo landing in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and **5 solo night circuits. Each circuit shall include a take-off and a landing;**
- (e) ~~65~~ **50** hours of instrument time, comprising:
  - (i) 35 hours of instrument-dual instruction; and
  - (ii) 15 hours as SPIC.
  - (iii) ~~45 hours multi-crew co-operation.~~
- (f) **15 hours multi-crew co-operation.**

(g) **Of the 125 hours of dual instruction up to :**

- (i) **75 hours visual instruction may include :**
  - (1) **30 hours in a helicopter FS level C/D, or**
  - (2) **20 hours in a helicopter FNPT II/III, or**
  - (3) **20 hours in an aeroplane or TMG.**
- (ii) **35 hours instrument instruction may include :**
  - (1) **up to 20 hours in a helicopter FNPT II/III or FS, or**
  - (2) **10 hours in at least a helicopter FNPT I or aeroplane FNPT I or an aeroplane**
- (iii) **15 hours multi-crew co-operation, for which a helicopter FS or helicopter FNPT II/III(MCC) may be used.**

**If the helicopter used for the flying training is of a different type from the helicopter FS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.**

See AMC-FCL 2.160 & 2.165(a)(1) for flight instruction syllabus.

## Appendix 1 to JAR FCL 2.160 &amp; 2.165(a)(2)

## CPL(H) Integrated course .

Amendments to paragraphs 12 (a), (e) and (f), and new paragraph (g).

## FLYING TRAINING

12 The flying training shall comprise a total of at least 135 hours, to include all progress tests. Within the 135 hours total, applicants shall complete at least:

- (a) 100 hours of dual instruction ~~of which up to 5 hours may be instrument ground time;~~
- (b) 35 hours as pilot-in-command; **to include at least 14 hours solo day, 1 hour solo night and may include 20 hours as 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) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling at least 185km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours flight time ~~including 5 solo circuits each to include a solo landing in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 full stop landings; and~~ **solo night circuits. Each circuit shall include a take-off and a landing;**
- (f) 10 hours of instrument ~~dual flight time instruction~~ **time, including at least** ~~of which up to 5 hours~~ **in a helicopter.** ~~may be instrument ground time in a FNPT I or II or flight simulator.~~

**(g) Of the 100 hours of dual instruction up to :**

**(i) 90 hours visual instruction may include :**

- (1) 40 hours in a helicopter FS level C/D, or**
- (2) 30 hours in a helicopter FNPT II/III, or**
- (3) 20 hours in an aeroplane or TMG.**

**(ii) 10 hours instrument instruction, which may include 5 hours in at least an aeroplane FNPT I or helicopter FNPT I or an aeroplane.**

**If the helicopter used for the flying training is of a different type from the FS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.**

See AMC-FCL 2.160 & 2.165(a)(2) for flight instruction syllabus.

## Appendix 1 to JAR FCL 2.160 &amp; 2.165 (a)(3)

## CPL(H) Modular course.

*Amendments to paragraphs 3, 10 (a), and new paragraphs (b), (c) and (d).*

3 An applicant wishing to undertake a modular CPL(H) course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The theoretical knowledge instruction may be given at an organisation approved to conduct courses of theoretical instruction, as set out in Appendix 1 to JAR-FCL 2.055 relevant to specialised theoretical knowledge instruction only **an approved FTO conducting theoretical knowledge instruction only**, in which case the Head of Training of that organisation shall supervise that part of the course.

## FLYING TRAINING

10 (a) Applicants without an IR shall be given at least 30 hours dual flight instruction, including 10 hours of instrument instruction time of which up to 5 hours may be instrument ground time in a FNPT I or II or a FS (See AMC FCL 2.160 and 2.165(a)(3)).

**(b) Applicants holding a valid IR(H) shall be fully credited towards the instrument dual instruction time.**

**(c) Applicants holding a valid IR(A) shall complete at least 5 hours of the instrument dual instruction time in a helicopter.**

**(d) Of the 30 hours dual instruction time, up to :**

- (i) 20 hours visual instruction may include 5 hours in a helicopter FNPT II/III or FS, and**
- (ii) 10 hours instrument instruction, which may include 5 hours in at least an aeroplane FNPT I or helicopter FNPT I or an aeroplane.**

AMC FCL 2.160 & 2.165(a)(1)

ATP(H) Integrated course .

Amendments to Phase 2

Phase 2

2 Flight exercises until general handling and day VFR navigation progress and basic instrument flying progress check conducted by a flight instructor not connected with the applicants training. This ~~part~~ **phase** comprises a total flight time of not less than ~~123~~ **118** hours including ~~38~~ **63** hours of dual flight instruction, ~~35~~ **15** hours of solo flight and ~~50~~ **40** hours flown as student pilot-in-command. The instruction and testing contain the following:

- a. sideways and backwards flight, turns on the spot;
- b. incipient vortex ring recovery;
- c. advanced/touchdown autorotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;
- d. steep turns;
- e. transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;
- f. limited power and confined area operations including low level operations to and from unprepared sites;
- g. ~~40 hours~~ flight by sole reference to basic flight instruments including completion of a 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;
- h. cross-country flying including ~~10 hours~~ SPIC by external visual reference, dead reckoning and radio navigation aids, diversion procedures;

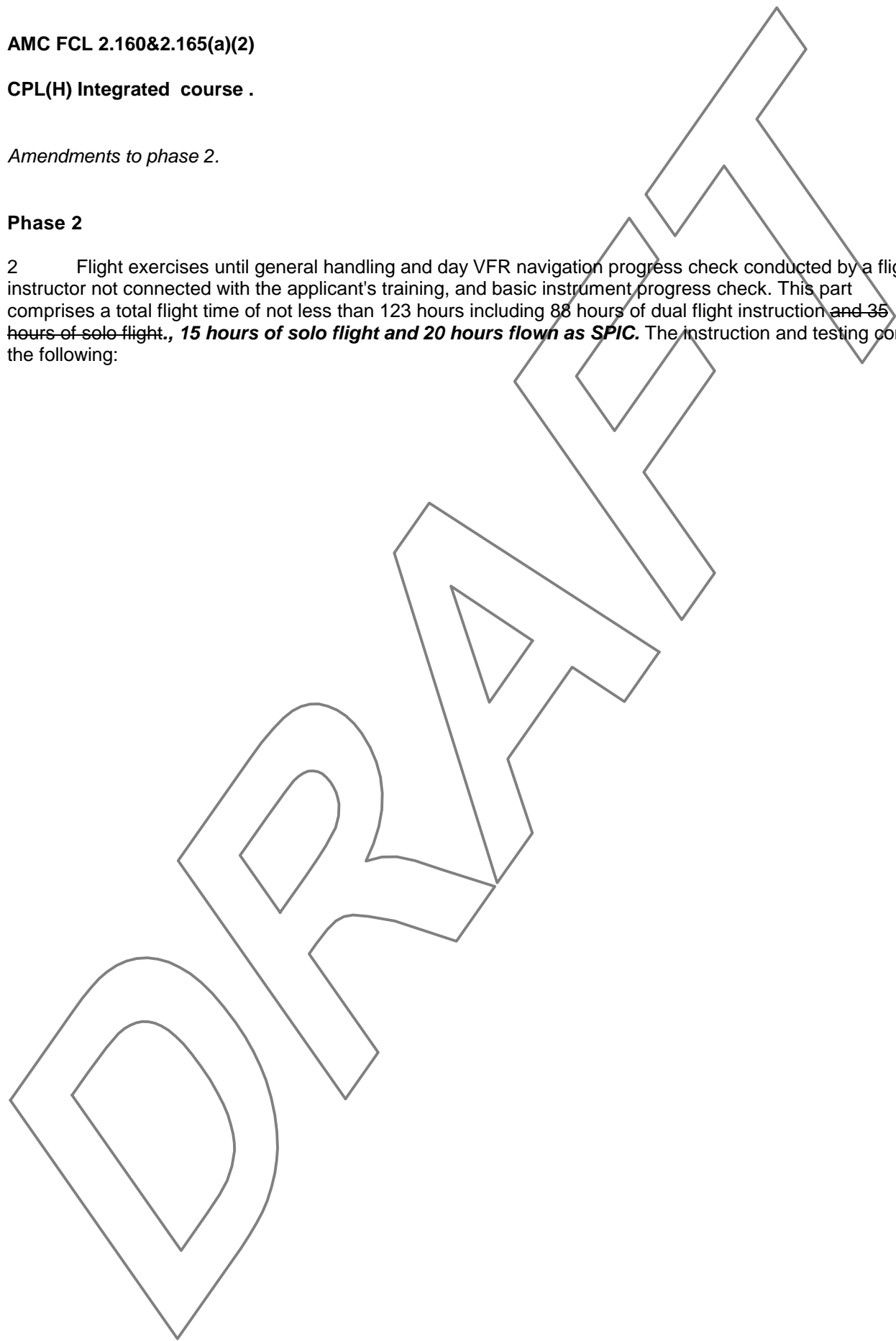
AMC FCL 2.160&2.165(a)(2)

CPL(H) Integrated course .

*Amendments to phase 2.*

**Phase 2**

2 Flight exercises until general handling and day VFR navigation progress check conducted by a flight instructor not connected with the applicant's training, and basic instrument progress check. This part comprises a total flight time of not less than 123 hours including 88 hours of dual flight instruction and ~~35 hours of solo flight.~~ **15 hours of solo flight and 20 hours flown as SPIC.** The instruction and testing contain the following:



AMC FCL 2.160 & 2.165(a)(3)

CPL(H) Modular course .

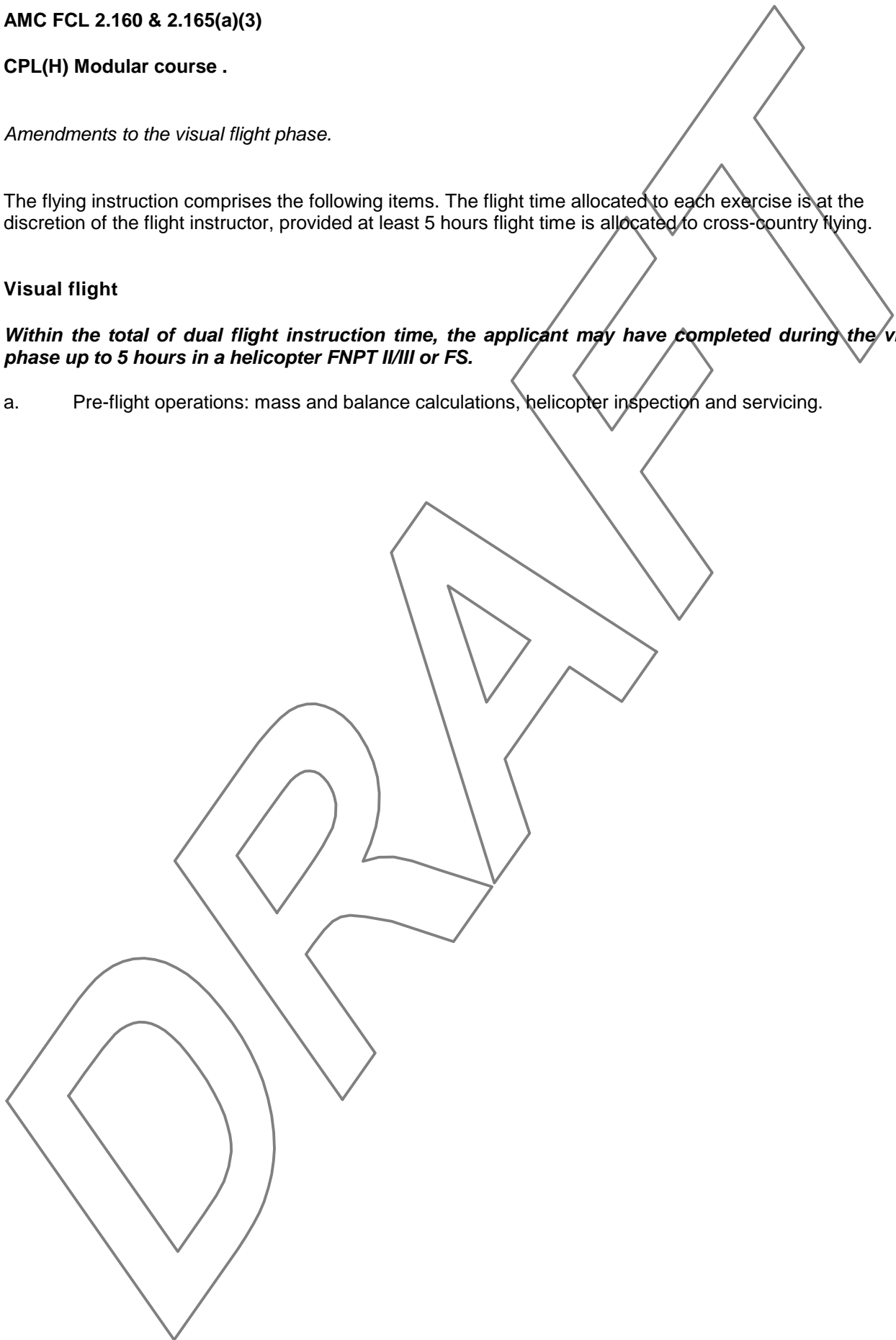
*Amendments to the visual flight phase.*

The flying instruction comprises the following items. The flight time allocated to each exercise is at the discretion of the flight instructor, provided at least 5 hours flight time is allocated to cross-country flying.

**Visual flight**

***Within the total of dual flight instruction time, the applicant may have completed during the visual phase up to 5 hours in a helicopter FNPT II/III or FS.***

- a. Pre-flight operations: mass and balance calculations, helicopter inspection and servicing.





**AMC FCL 2.160 & 2.165(a)(3), 2.205 & 2.285**

**Approval of Modular Theoretical Knowledge Distance Learning Courses**

*(See Appendix 3 to JAR-FCL 2.055)*

*(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3))*

*(See Appendix 1 to JAR-FCL 2.205)*

*(See Appendix 1 to JAR-FCL 2.285)*

New AMC

**GENERAL**

**1. Modular theoretical knowledge training may be conducted to meet licensing requirements for the issue of a CPL, IR and ATPL. Approved distance learning courses may be offered as part of modular theoretical knowledge training at the discretion of the Authority.**

**TRAINING ORGANISATION**

**2. A variety of methods are open to FTOs to present course material. It is, however, necessary for FTOs to maintain comprehensive records in order to ensure that students make satisfactory academic progress and meet the time constraints laid down in JAR-FCL for the completion of modular courses.**

**3. The following are given as planning guidelines for FTOs developing the distance learning element of modular courses:**

**a. An assumption that a student will study for at least 15 hours per week.**

**b. An indication throughout the course material of what constitutes a week's study.**

**c. A recommended course structure and order of teaching acceptable to the Authority.**

**d. One progress test for each subject for every 15 hours of study, which should be submitted to the FTO for assessment. Additional self-assessed progress tests should be completed at intervals of 5 to 10 study hours.**

**e. Appropriate contact times throughout the course when a student can have access to an instructor by telephone, fax, e-mail or Internet.**

**f. Measurement criteria to determine whether a student has satisfactorily completed the appropriate elements of the course to a standard that, in the judgement of the Head of Training, or CGI, will enable them to be entered for the JAR-FCL theoretical examinations with a good prospect of success.**

**g. If the FTO provides the distance learning by help of I.T. solutions, for example the Internet, instructors should monitor student's progress by appropriate means at least every second working day.**

JAR-FCL 2.195

Theoretical knowledge

*Amendment to paragraph (a)*

(a) Course. An applicant for an IR(H) shall have received theoretical knowledge instruction on an approved course at an approved flying training organisation (**FTO**), ~~or at an organisation approved to conduct courses of theoretical knowledge instruction as set out in Appendix 1 to JAR-FCL 2.055 relevant to theoretical knowledge instruction only.~~ The course should, wherever possible, be combined with a flying training course.



## Appendix 1 to JAR-FCL 2.205

## IR(H) - Modular flying training course

*Amendment to paragraphs 2, 3, 9 and 10*

2 An applicant for a modular IR(H) course shall be the holder of a PPL(H) or a CRL(H), either licence to include the privileges to fly by night, issued in accordance with ICAO Annex 11. **The Training Organisation shall ensure that the applicant has received sufficient type specific training as approved by the Authority prior to commencing the IR(H) course.**

3 An applicant wishing to undertake a modular IR(H) course shall be required, under the supervision of the Head of Training of an approved flying training organisation (FTO), to complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The theoretical knowledge instruction may be given at an organisation specialising in theoretical knowledge instruction, as set out in Appendix 1 to JAR-FCL 2.055 relevant to specialised theoretical knowledge instruction only **an approved FTO conducting theoretical knowledge instruction only**, in which case the Head of Training of that organisation shall supervise that part of the course.

9 A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction of which : up to 15 hours may be instrument ground time in a FNPT I, or up to 25 hours in a flight simulator or FNPT II, if agreed by the Authority.

**a) up to 20 hours may be instrument ground time in a FNPT 1(H) or (A). These 20 hours instruction time in FNPT 1 (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course, or**

**b) up to 35 hours may be instrument ground time in a helicopter FNPT II / III or FS**

**The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter**

10 A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which : up to 20 hours may be instrument ground time in a FNPT I, or up to 30 hours in a flight simulator or FNPT II, if agreed by the Authority. The remaining instrument flight instruction shall include at least 15 hours in multi-engine helicopters.

**a) up to 20 hours may be instrument ground time in a FNPT 1(H) or (A). These 20 hours instruction time in FNPT 1 (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course, or**

**b) up to 40 hours may be instrument ground time in a helicopter FNPT II / III or FS**

**The instrument flight instruction shall include at least 10 hours in an IFR-certificated multi-engine helicopters**

JAR-FCL 2.210

**Skill**

*Amendment to this paragraph*

*General.* An applicant for an IR(H) shall have demonstrated the ability to perform the procedures and manoeuvres as set out in Appendices 1 and 2 to JAR-FCL 2.210 with a degree of competency appropriate to the privileges granted to the holder of an IR(H). An applicant wishing to obtain a type rating for the helicopter used in skill test shall also meet the requirements of JAR-FCL ~~2.262~~ **2.240**.



Appendix 1 to JAR-FCL 2.220

List of type of helicopter

Some amendments to the helicopter type rating list.

1 Manufacturer	2 Helicopter	3	4 Licence endorsement
<b>Agusta-Bell</b>	Agusta Bell 204	D	Bell204/205/ <del>UH1-D</del> <b>UH-1D</b>
	Agusta Bell 205		
- ME Turbine -	Agusta Bell 212	D	Bell212/412/442 <b>SP</b>
	Agusta Bell 412		
	Agusta Bell 412 SP		

1 Manufacturer	2 Helicopter	3	4 Licence endorsement
<b>Eurocopter</b>			
- SE Turbine -	AS 350 B	D	AS350/ <del>350B3</del>
	AS 350 B 1		
	AS 350 B 2		
	AS 350		
	AS 350 D 1		
	AS 350 D		
	AS 350 B A		
	AS 350 B 3	<b>D</b>	<b>AS350B3/EC130B4</b>
	<b>EC 130 B 4</b>		

1 Manufacturer	2 Helicopter	3	4 Licence endorsement
Eurocopter	AS 332 C AS 332 C1 AS 332 L AS 332 L1	D	AS332/332L2
	AS 332 L2	D	AS332L2/332LP
	AS 332 LP		

1 Manufacturer	2 Helicopter	3	4 Licence endorsement
Eurocopter - ME Turbine -	EC 135 P	D	E135P/135T
	EC 135 T		
	EC 135 T CDS EC 135 P CDS	D	EC135
	EC 135 T CPDS EC 135 P CPDS		
	MBB-BK 117 A-1 MBB-BK 117 A-3 MBB-BK 117 A-4 MBB-BK 117 B-1 MBB-BK 117 B-2	D	BK117
	MBB-BK 117 C-1 MBB-BK 117 C-2		
	MBB-BK 117 C-2 (EC 145)		

Appendix 1 to JAR-FCL 2.240 & 2.295

Skill test and proficiency check for helicopter type ratings and ATPL

Amendment to paragraph 3

3 (a) An applicant shall pass ~~sections 1 through 5~~ **all sections** of the skill test/proficiency check. Failure in more than ~~one section~~ **5 items** will require the applicant to take the entire test/check again. ~~If any item in a section is failed, that section is failed.~~ An applicant failing ~~only one section~~ **not more than 5** shall take the failed section again. Failure in any items of the re-test/re-check and failure in any other items already passed, will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within six months.

(b) If an additional authorisation for instrument approaches down to a decision height of less than 60m/200ft (cat II/III) is sought, the applicant shall pass the items in Appendix 4 to JAR-FCL 2.240 on the relevant type.



## JAR-FCL 2.250

## Type rating, multi-pilot – Conditions

Amendment to paragraph (a)(1) and (a)(3)

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

- (1) have at least ~~400~~ **70** hours as pilot-in-command of helicopters **except that an applicant for a multi-pilot type rating graduating from a CPL(H) integrated course who has less than 70 hours as pilot-in-command of helicopters shall have the type rating issued limited the privileges to co-pilot privileges only. To remove this limitation, an applicant shall :**

- (i) **have completed 70 hours as pilot-in-command or PICUS of helicopters; and**
- (ii) **have passed the multi-pilot skill test on the applicable helicopter type as pilot-in-command in accordance with JAR-FCL 2.262(b).**

**;and**

- (2) hold a certificate of satisfactory completion of MCC. If the MCC course is to be added to the type rating course (see JAR-FCL 2.261 and 2.262 and AMC FCL 2.261(d) and IEM FCL 2.261(d)), this requirement is not applicable; and

- (3) (i) **for a VFR type rating have completed the course and passed the examination in accordance with JAR-FCL 2.160 (a) and (b); or**

**(ii) for a type-rating including IR(H) privileges hold a CPL(H) and IR(H) or meet the requirements of JAR-FCL 2.285 and hold an IR(H).**



**JAR-FCL 2.255**

**Type rating, single pilot - conditions  
(See Appendix 1 to JAR-FCL 2.255)**

*New paragraph :*

~~*Experience — multi engine helicopters only:* An applicant for a first type rating on a single pilot multi engine helicopter shall have completed at least 70 hours as pilot in command of helicopters.~~

***Pre-requisite conditions for training : An applicant for the issue of a first type rating for a multi-engine helicopter shall:***

***(a) hold a certificate of satisfactory completion of an pre-entry approved course in accordance with Appendix 1 to JAR-FCL 2.255 to be conducted by a FTO or a TRTO or have passed at least the CPL(H) theoretical knowledge examinations in accordance with JAR-FCL 2.470; and***

***(b) have completed at least 70 hours as pilot -in-command of helicopters.***

**Appendix 1 to JAR-FCL 2.255**

**Contents of the approved pre-entry course for the purpose of a first type rating for a multi-engine helicopter.**

**(See JAR-FCL 2.255(a))**

**(See Appendix 2 to JAR-FCL 2.055, para. 24)**

*New Appendix :*

- 1. The approved pre-entry course shall comprise the following subjects of the CPL(H) theoretical knowledge course :**

**020 Aircraft General Knowledge :**

- airframe/systems/power plant**
- instruments/electronics**

**030 Flight Performance and Planning :**

- mass and balance**
- performance**

- 2. At the end of the course the applicant shall receive a certificate of satisfactory completion.**

JAR-FCL 2.280

Experience and crediting

*Amendment to paragraph (a).*

(a) An applicant for an ATPL(H) shall have completed as a pilot of helicopters at least 1000 hours of flight time (see also JAR-FCL 2.050(a)(3)) of which a maximum of 100 hours may have been completed in a flight simulator **STD**, **of which not more than 25 hours in a FNPT**, including at least:



JAR-FCL 2.285

**Theoretical knowledge**  
**(See Appendix 1 to JAR-FCL 2.005)**

*Amendment to paragraph (a) and new reference to Appendix 1 to JAR-FCL 2.005*

(a) Course. An applicant for an ATPL(H) shall have received theoretical knowledge instruction at an approved flying training organisation (FTO), ~~or from an approved organisation specialising in theoretical knowledge instruction on an approved course.~~ An applicant who has not received the theoretical knowledge instruction during an integrated course of training shall take the course set out in Appendix 1 to JAR-FCL 2.285. The holder of a CPL(H) and IR(H) satisfies the knowledge requirements for the issue of an ATPL(H).



Appendix 1 to JAR-FCL 2.285

ATPL(H) - Modular theoretical knowledge course

Amendment to paragraph 2

2 An applicant wishing to undertake an ATPL(H) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete 650 hours (1 hour = 60 minutes instruction) of instruction for ATPL theory within a period of 18 months. An applicant shall be the holder of a PPL(H) **issued in accordance with ICAO Annex I.**

Holders of an IR(H) may have the theoretical instruction hours reduced by 200 hours.

The instruction may also be given at an approved organisation as set out in Appendix 2 to JAR-FCL 2.055 relevant to theoretical knowledge instruction only **FTO conducting theoretical knowledge instruction only**, in which case the Head of Training of that organisation shall supervise the course.



**JAR-FCL 2.290**

**Flight instruction**

*Amendment of the paragraph*

An applicant for an ATPL(H) shall be the holder of a CPL(H) ~~issued or rendered valid under JAR-FCL~~, a multi-engine instrument rating (H) and have received instruction in multi-crew co-operation as required by JAR-FCL 2.261(d) (see AMC FCL 2.261(d)).



JAR-FCL 2.315

**Instructor ratings – Period of validity**

*Amendment to paragraph (a)*

(a) All instructor ratings and ~~SFI~~ authorisations are valid for a period of three years.



## JAR-FCL 2.330

## FI(H) – Privileges and requirements

*Amendment of the requirement*

**Provided that the FI(H) has completed not less than 15 hours of flight instruction (which may include skill testing/ proficiency checking) on single-pilot helicopters in the preceding 12 months, or passed, as a proficiency check, the skill test set out in Appendices 1&2 to JAR-FCL 2.330 and 2.345,** the privileges of the holder of an unrestricted FI(H) rating (for restrictions see JAR-FCL 2.325) are to conduct flight instruction for **the issue of :**

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

(b) ~~the issue of a~~ CPL(H), provided that the FI(H) has completed at least 500 hours of flight time as a pilot of helicopters including at least 200 hours of flight instruction;

**(c) type ratings for single-pilot single-engine helicopters**

~~(e)~~ **(d) a helicopter** night **qualification** ~~is held~~ ~~provided a night qualification is held~~;

(d) ~~(e)~~ ~~the issue of an instrument rating,~~ provided that the **FI (H)** instructor has :

(1) at least 200 hours **of instrument** flight time in helicopters in accordance with the instrument flight rules, of which up to 50 hours may be instrument ground time in a flight simulator or FNPT II; and

(2) completed as a student an approved course comprising at least 5 hours of flight instruction in a helicopter, flight simulator or FNPT II (see AMC FCL 2.395) and has passed the appropriate skill test as set out in Appendix 1 to JAR-FCL 2.330 and 2.345;

~~(e)~~ ~~(f)~~ ~~the issue of a single-pilot multi-engine type rating,~~ provided that the **FI (H)** instructor meets the requirements of JAR-FCL 2.365 (a), (b), (d) and (f); and **has :**

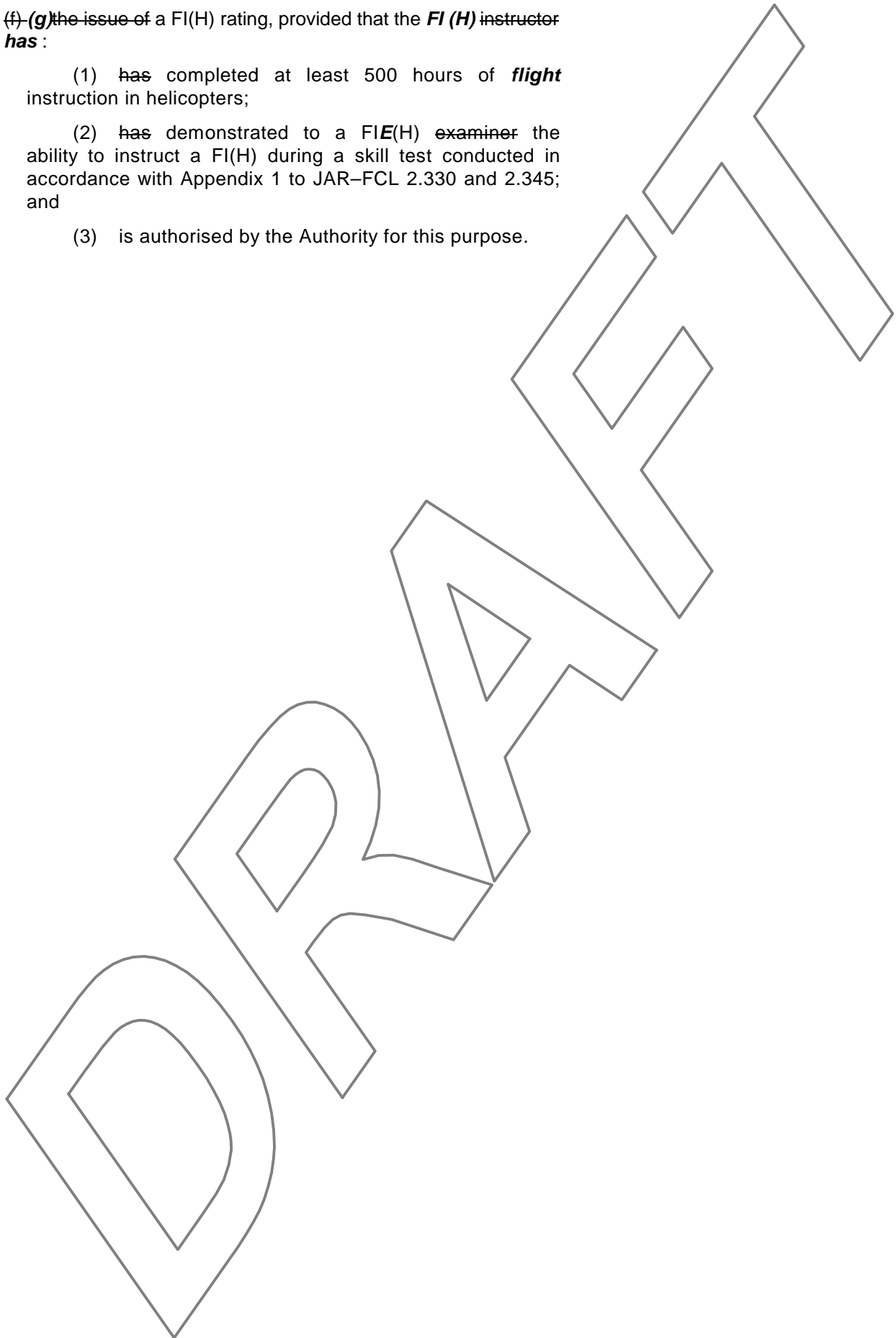
(1) ~~has~~ at least 50 hours as pilot-in-command of single-pilot multi-engine helicopters, including at least 5 hours flight time on the same type of helicopter to be used for the skill test,

(2) ~~has~~ completed as a student an approved course of at least ~~five~~ 5 hours of flight instruction on the helicopter or a flight simulator of the helicopter type concerned (see AMC FCL ~~has~~ passed a skill test for the initial issue of a single-pilot multi-engine FI(H) rating as set out in Appendix 1 to JAR-FCL 2.330 and 2.345;



~~(f)~~ **(g)** the issue of a FI(H) rating, provided that the **FI (H)** instructor **has** :

- (1) ~~has~~ completed at least 500 hours of **flight** instruction in helicopters;
- (2) ~~has~~ demonstrated to a **FI(H) examiner** the ability to instruct a FI(H) during a skill test conducted in accordance with Appendix 1 to JAR-FCL 2.330 and 2.345; and
- (3) is authorised by the Authority for this purpose.



JAR-FCL 2.355

FI(H) – Revalidation and renewal

*New paragraph (b) and former paragraph (b) becomes (c)*

**(b) For every second revalidation of a FI(H) rating the holder shall pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JAR-FCL 2.330 & 2.345.**

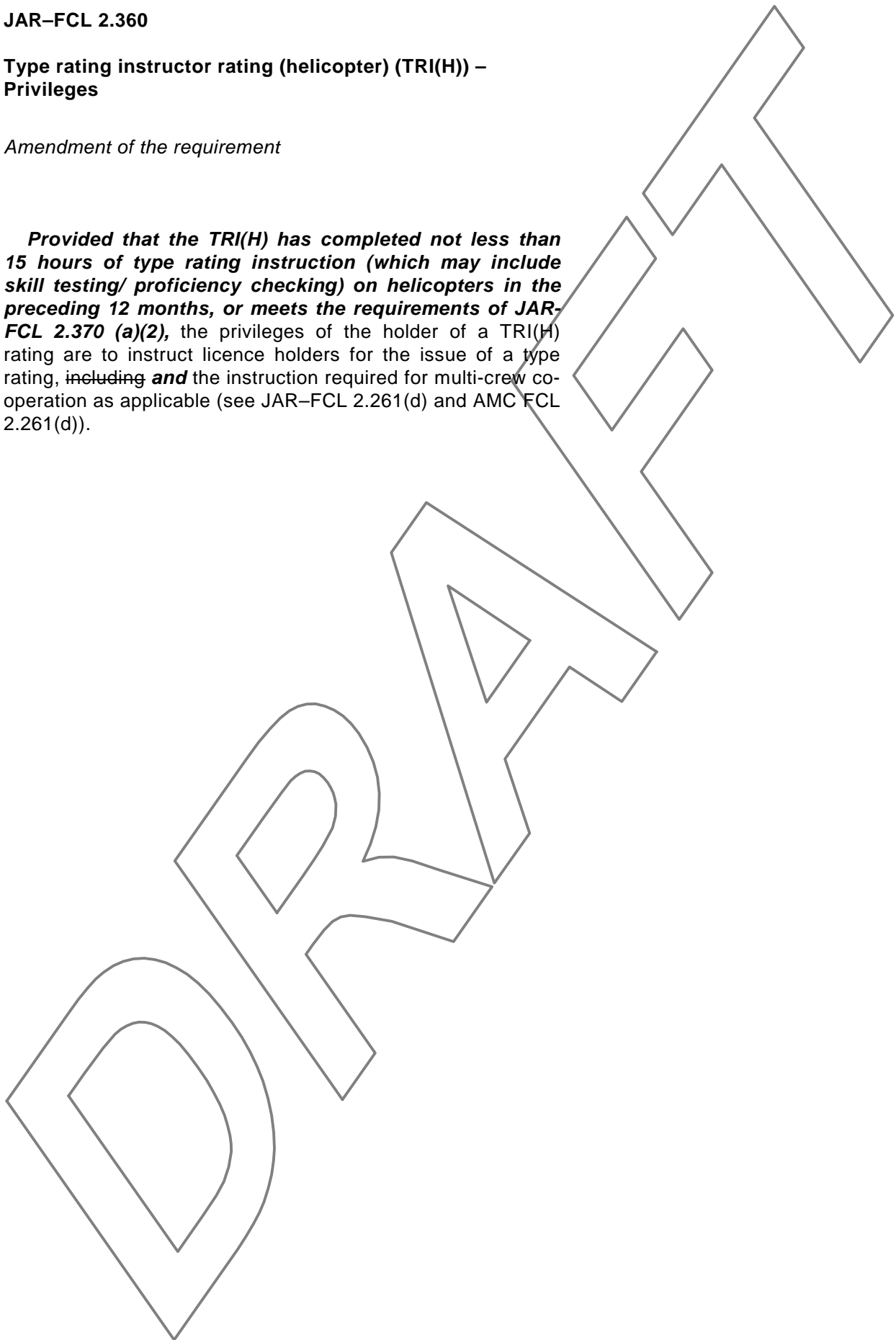


JAR-FCL 2.360

Type rating instructor rating (helicopter) (TRI(H)) – Privileges

*Amendment of the requirement*

***Provided that the TRI(H) has completed not less than 15 hours of type rating instruction (which may include skill testing/ proficiency checking) on helicopters in the preceding 12 months, or meets the requirements of JAR-FCL 2.370 (a)(2),*** the privileges of the holder of a TRI(H) rating are to instruct licence holders for the issue of a type rating, including ***and*** the instruction required for multi-crew co-operation as applicable (see JAR-FCL 2.261(d) and AMC FCL 2.261(d)).



JAR-FCL 2.410

SFI(H) - Requirements  
( See Appendix 1 to JAR-FCL 2.240 )  
( See AMC FCL 2.365 )

*Addition to Paragraph (a)(7)*

(a)(7) 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.**



JAR-FCL 2.480

Examination procedure

*Adjustment to paragraphs (a) and (e)*

(a) *Frequency.* A JAA Member State will provide the opportunity for an applicant to complete the required examinations in accordance with the procedures set out in this Subpart. A complete examination for a licence or instrument rating will comprise an examination in each of the subjects detailed in ~~AMC FCL 2.470(a), (b) and (c)~~ **Appendix 1 to JAR-FCL 2.470(a), (b) and (c)**. An Authority may permit an applicant for the ATPL(H) who is attempting all subjects to divide the total of required examination papers into two parts. These two parts will together count as a single attempt. In such cases, the subjects being examined in each part and the time interval between the two parts shall be determined by the Authority.

(e) *Facilities.* The Authority will **determine how to** provide suitable charts, maps, and data sheets **and equipment**, as required, to answer the questions. ~~The Authority will provide a four function plus memory electronic calculator. The applicant shall not use any other electronic calculating or memory device.~~

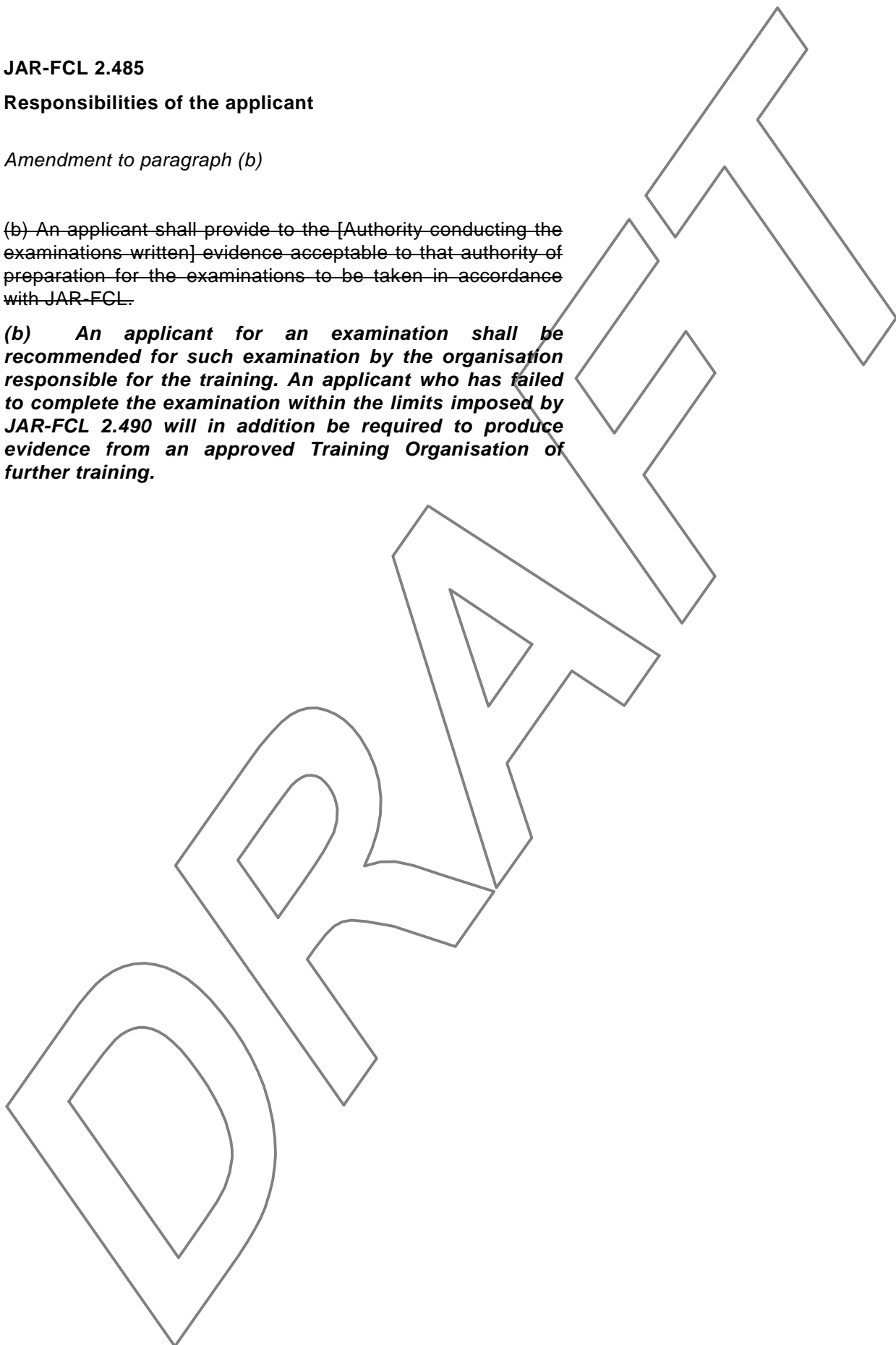
JAR-FCL 2.485

Responsibilities of the applicant

*Amendment to paragraph (b)*

~~(b) An applicant shall provide to the [Authority conducting the examinations written] evidence acceptable to that authority of preparation for the examinations to be taken in accordance with JAR-FCL.~~

***(b) An applicant for an examination shall be recommended for such examination by the organisation responsible for the training. An applicant who has failed to complete the examination within the limits imposed by JAR-FCL 2.490 will in addition be required to produce evidence from an approved Training Organisation of further training.***



## JAR-FCL 2.490

**Pass standards**  
**(See IEM FCL 2.490)**

*Amendment to paragraph*

(a) A Pass in an examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking.

~~(b) A Partial Pass will be awarded to an applicant achieving a pass in at least 50% of the examination papers taken at the examination as a whole. Where the initial attempt at the examinations is taken in two parts, the Partial Pass will be determined by the aggregate of passes awarded.~~

~~(c) An applicant awarded a Partial Pass shall complete all examination papers still outstanding. Division of the re-examination into parts will not be permitted. An applicant who has failed to pass the examination within three attempts shall re-enter the examinations as though for an initial attempt. Before re-entry to the examinations, an applicant shall undertake further training as determined by the Authority.~~

~~(d)~~(b) Subject to any other conditions in JARs, an applicant will be deemed to have successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when awarded a pass in all of the required subjects within a period of 12 months for CPL(H) and IR(H) and 18 months for ATPL(H), [counted from the end of the calendar month when the applicant first attempted an examination.]

**(c) An applicant shall re-enter the complete examination as though for an initial attempt if he has failed to pass any single examination paper within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in paragraph (b) above. Before re-entry to the examinations the applicant shall undertake further training as determined by the Authority.**

~~(e)~~(d) An applicant failing to pass all of the relevant examinations **papers**, or whatever lesser number of papers is allowed by JAR-FCL, within the time **and sitting** limits specified in paragraphs ~~(d)~~ **(b) and (c)** above will be required to re-enter the complete examinations ~~as though for an initial attempt.~~

JAR-FCL 2.495

Acceptance period

*Amendment to paragraph (a) and (b)*

(a) A pass in the theoretical knowledge examinations given in accordance with JAR-FCL 2.490 will be accepted for the grant of the CPL(H) or IR(H) during the 36 months from the date of ~~first~~ gaining a Pass or Partial Pass in **all** the required examinations ~~papers~~.

[(b) Provided that an IR(H) is obtained in] accordance with (a) above, a pass in the ATPL(H) **theoretical** knowledge examination will remain valid for a period of 7 years from the last validity date of the IR(H) entered in the CPL(H) [for the issuance of an ATPL(H).]

[(c) A pass in the ATPL(H) theoretical knowledge examination will remain valid for a period of 7 years from the last validity date of a type rating entered in a F/E licence.]



**IEM FCL 2.490**

Terminology used for the Theoretical Knowledge Examination Process  
See JAR-FCL 2.490

New IEM

**The use of specific of the below mentioned terminology is applied in Section 1 of Subpart J in order to describe the process for theoretical knowledge examinations.**

- 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.*
- 6. Re-sit or Re-examination:** *A second or subsequent attempt to pass a failed paper.*