

## Licensing requirements – quick reference

LAPL	Aeroplane	Helicopter	Sailplane	Balloons
<b>Student Pilot Solo</b>	16 FCL.020	16 FCL.020	14 FCL.020	14 FCL.020
<b>Minimum age</b>	17 FCL.100 (a)	17 FCL.100 (a)	16 FCL.100 (b)	16 FCL.100 (b)
<b>Experience requirements</b>	30 hours total 15 dual 6 solo including 3 x-country ≥ 80 NM (150 km) with land-away  FCL.110.A	40 hours total (35 on test type) 20 dual 10 solo including 5 x-country ≥ 80 NM (150 km) with land-away  FCL.110.H	15 hours total 10 dual 2 solo 45 launches & landings 1 x-country – if solo 27NM (50)km), if dual 55NM (100km)  FCL.110. S	16 hours total in same class 12 dual 10 inflations + 20 take offs & landings 1 x solo min 30 mins  FCL.110.B
<b>Crediting of flight time</b>	FCL.035 (a) Crediting of flight time (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought. (2) Pilot-in command or under instruction. (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.			
<b>Theoretical Knowledge</b>	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.120.LAPL	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.120.LAPL	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.120.LAPL	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.120.LAPL
<b>Recency requirements</b>	FCL.140.A LAPL(A) (a) Holders of an LAPL(A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG: (1) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and (2) refresher training of at least 1 hour of total flight time with an instructor. (b) Holders of an LAPL(A) who do not comply with the requirements in (a) shall: (1) undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence; or (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).	FCL.140.H LAPL(H) (a) Holders of an LAPL(H) shall only exercise the privileges of their licence on a specific type when they have completed on helicopters of that type in the last 12 months: (1) at least 6 hours of flight time as PIC, including 6 take-offs, approaches and landings; and (2) refresher training of at least 1 hour total flight time with an instructor. (b) Holders of an LAPL(H) who do not comply with the requirements in (a) shall: (1) pass a proficiency check with an examiner on the specific type before they resume the exercise of the privileges of their licence; or (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).	FCL.140.S LAPL(S) (a) Sailplanes and powered sailplanes. Holders of an LAPL(S) shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes or powered sailplanes, excluding TMGs, in the last 24 months, at least: (1) 5 hours of flight time as PIC, including 15 launches; (2) 2 training flights with an instructor. (b) TMG. Holders of an LAPL(S) shall only exercise the privileges of their licence on a TMG when they have: (1) completed on TMGs in the last 24 months: (i) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and (ii) refresher training of at least 1 hour total flight time with an instructor. (2) When the holder of the LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) may be completed on aeroplanes. (c) Holders of an LAPL(S) who do not comply with the requirements in (a) or (b) shall, before they resume the exercise of their privileges: (1) pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate; or (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).	FCL.140.B LAPL(B) (a) Holders of an LAPL(B) shall only exercise the privileges of their licence when they have completed, in one class of balloons in the last 24 months, at least: (1) 6 hours of flight time as PIC, including 10 take-offs and landings; and (2) 1 training flight with an instructor; (3) in addition, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time in that class within the last 24 months, including 3 take-offs and landings. (b) Holders of an LAPL(B) who do not comply with the requirements in (a) shall, before they resume the exercise of their privileges: (1) pass a proficiency check with an examiner in the appropriate class; or (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).
<b>Language Proficiency</b>	FCL.055 (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.			
<b>Skill Test</b>	FCL.030 Practical skill test (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination. (b) The applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner. FCL.125.LAPL			

## Licensing requirements – quick reference

PPL	Aeroplane	Helicopter	Airships	Sailplane	Balloons
<b>Student Pilot Solo</b>	16 FCL.020	16 FCL.020	16 FCL.020	14 FCL.020	14 FCL.020
<b>Minimum age</b>	17 FCL.200 (a)	17 FCL.200 (a)	17 FCL.200 (a)	16 FCL.200 (b)	16 FCL.200 (b)
<b>Experience requirements</b>	Total 45 hours (5 in FSTD allowed) 25 dual 10 solo including 1 x-country 270 km (150 NM) with 2 x land-away  FCL.210.A	Total 45 hours (5 in FSTD allowed) 25 dual 10 solo including 1 x-country 180 km (100 NM) with 2 x land-away 35 hours on test type  FCL.210.A	Total 35 hours (5 in FTSD allowed) 25 dual including 3 hours x-country with 1 x 65 km (35 NM) 3 hours instrument instruction 8 T/O and landings 8 hours solo  FCL.210.As	15 hours total 10 dual 2 solo 45 launches & landings 1 x-country – if solo 27NM (50)km, if dual 55NM (100km) FCL.210.S FCL.110.S	16 hours total in same class 12 dual 10 inflations + 20 take offs & landings 1 x solo min 30 mins  FCL.210.B
<b>Crediting of flight time</b>	FCL.035 (a) Crediting of flight time (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought. (2) Pilot-in command or under instruction. (j) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.				
<b>Theoretical Knowledge</b>	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.215	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.215	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.215	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.215	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period (24 months) FCL.215
<b>Language Proficiency</b>	FCL.055 (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.				
<b>Skill Test</b>	FCL.030 Practical skill test (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken. (b) the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.				
	FCL.205 Sub –part H FCL.235	FCL.205 Sub –part H FCL.235	FCL.205 Sub –part H FCL.235	FCL.205 Sub –part H FCL.235	FCL.205 Sub –part H FCL.235
<b>Curtailement of privileges</b>				FCL.065 (c) Age 70. The holder of a balloon or sailplane pilot licence who has attained the age of 70 years shall not act as a pilot of a balloon or a sailplane engaged in commercial air transport.	

## Licensing requirements – quick reference

CPL/IR Integrated	Aeroplane	Helicopter	Airships
<b>Minimum age</b>	18 FCL.300	18 FCL.300	18 FCL.300
<b>Training Course</b>	FCL.315 Appendix 3 Part C to Annex 1 180 hours total (up to 40 hours may be instrument ground time) including: 80 hours dual 70 hours PIC (IF SPIC 20 hours maximum) 50 hours x-country including 1 flight 540km (E00 NM) with 2 x land-away 5 hours night (3 dual including 1 hour x-country, 5 solo T/O & land) 100 hours instrument including 20 hours SPIC (25 in FNPT I or 40 in FNPT II/FTD 2, or FFS) 5 hours in complex 4 seat aeroplane	FCL.315 Appendix 3 Part I to Annex 1 180 hours including: 125 hours dual – 75 visual (may include 20-30 hours in FSTD depending on level of device) 50 instrument (may include 10 hours FNPT I/aeroplane or 20 hours in higher level FSTD) 55 hours PIC of which 40 may be SPIC, 14 solo day 1 solo night 10 hours dual x-country, 10 hours PIC x-country including 1 x VFR 185 km (100 NM) with 2 x land-away 5 hours night including 3 dual including 1 hour x-country, 5 T/O and land 50 hours dual instrument instruction	FCL.315 Appendix 3 Part L to Annex I Total 80 hours including 60 hours dual of which: 30 hours visual, 30 hours instrument (See FSTD allowance based on level of the device) 20 hours PIC (5 may be SPIC) (14 solo dy & 1 solo night) 5 hours x-country as PIC including 1 x VFR x-country 90 km (50 NM) with 2 x land-away 5 hours night (3 hours dual, 1 hour x-country, 5 solo T/O and land) 30 hours dual instrument time (10 basic, 20 IR training including 10 in M/E IFR airship)
<b>Crediting of flight time</b>	FCL.035 (a) Crediting of flight time (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought. (2) Pilot-in command or under instruction. (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate. (iii) A graduate of a CPL/IR integrated training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the PIC time required for the issue of the commercial pilot licence and a multi-engine type or class rating.		
<b>Theoretical Knowledge</b>	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Appendix 3 Part C Paragraph 6 to Annex 1	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Appendix 3 Part I Paragraph 6 to Annex 1	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Appendix 3 Part L Paragraph 6 to Annex I
<b>Language Proficiency</b>	FCL.055 (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. (d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to: (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation; (2) use radio telephony in all phases of flight, including emergency situations; (3) communicate with other crew members during all phases of flight, including flight preparation. (e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.		
<b>Skill Test</b>	FCL.030 Practical skill test (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken. (b) the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner. ORA.ATO.150 Training in third countries (a) the training programme shall include acclimatisation flying in one of the Member States before the IR skill test is taken; and (b) the IR skill test shall be taken in one of the Member States.		
	CPL and IR in single or multi-engine a/c Appendix 4 Part B & Appendix 7 to Annex I, FCL.320	Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter . Appendix 4 Part C & Appendix 7 to Annex I, FCL.320.	Upon completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the IR skill test on an IFR-certificated multi-engine airship. Appendix 4 Part D & Appendix 7 to Annex I FCL.320
<b>Curtailment of privileges</b>	FCL.065 (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew. (b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.		

## Licensing requirements – quick reference

CPL Integrated	Aeroplane	Helicopter	Airships
<b>Minimum age</b>	18 FCL.300	18 FCL.300	18 FCL.300
<b>Training Course</b>	Appendix 3 Part D to Annex 1 150 hours total (up to 5 hours may be instrument ground time) including: 80 hours dual 70 hours PIC 20 hours x-country including 1 flight 540km (€00 NM) with 2 x land-away 5 hours night (3 dual including 1 hour x-country, 5 solo T/O & land) 10 hours instrument flight instruction (up to 5 in FNPT I or 40 in FNPT II/FTD 2, or FFS) 5 hours in complex 4 seat aeroplane	Appendix 3 Part J to Annex 1 135 hours total (up to 5 hours instrument ground time) 85 hours dual instruction 75 hours visual (may include 20 – 30 hours in FSTD depending on level of the device) 10 hours instrument instruction (5 may be in FNPT I or higher/ aeroplane – must have 5 in helicopter) 50 hours PIC (35 may be SPIC, 14 day solo, 1 night solo) 10 hours dual x-country 10 hours PIC x-country including 1 x VFR 185km (100 NM) with 2 x land-away 5 hours night (3 hours dual including 1 hour x-country, 5 x T/O and land)	Appendix 3 Part M to Annex I 50 hours total (up to 5 instrument ground time) 30 hours dual instruction 20 hours PIC 5 hours dual x-country 5 hours PIC x-country including 1 x VFR 90 km (50NM) with 2 full stop landings 5 hours night (3 hours dual, 1 hour x-country, 5 solo T/O and land) 10 hours of instrument dual instruction time, including at least 5 hours in an airship.
<b>Crediting of flight time</b>	FCL.035 (a) Crediting of flight time (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought. (2) Pilot-in command or under instruction. (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.		
<b>Theoretical Knowledge</b>	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Appendix 3 Part D Paragraph 6 to Annex 1	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Appendix 3 Part J Paragraph 6 to Annex 1	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Appendix 3 Part M Paragraph 6 to Annex 1
<b>Language Proficiency</b>	FCL.055 (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.		
<b>Skill Test</b>	FCL.030 Practical skill test (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken. (b) the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.		
	CPL in single or multi-engine a/c Appendix 4 Part B to Annex I, FCL.320	Appendix 4 Part C to Annex I, FCL.320	Appendix 4 Part D to Annex I FCL.320
<b>Curtailement of privileges</b>	FCL.065 (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew. (b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.		

## Licensing requirements – quick reference

CPL Modular	Aeroplane	Helicopter	Airships
<b>Entry requirements</b>	PPL (ICAO Annex 1) with 150 hours flight time and completed Class rating requirements law Sub part H if multi engine a/c to be used on skill test	PPL(H) (ICAO Annex 1) with 155 hours in helicopters including 50 PIC of which 10 are x-country. Have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.	PPL (As) (ICAO) with 200 hours flight time on airships including 100 hours PIC of which 50 are x-country
<b>Minimum age</b>	18 FCL.300	18 FCL.300	18 FCL.300
<b>Training Course</b>	Appendix 3 Part E to Annex I  25 hours dual including 10 hours instrument flight instruction of which 5 may be in BITD, an FNPT I or II, an FTD 2 or an FFS See credits for holders of IR and Basic Instrument Flight Module. Additionally 5 hours night (3 dual including 1 hour x-country, 5 solo T/O & land) if no night rating held 5 hours in complex 4 seat aeroplane	Appendix 3 Part K to Annex I  30 hours dual instruction ( 20 visual 10 instrument) – See various allowances for use of FSTD both visual and instrument. See credits for holders of IR(H) Additionally 5 hours night (3 dual including 1 hour x-country, 5 solo T/O & land) if no night rating held	Appendix 3 Part N to Annex I  20 hours dual instruction ( 10 hours visual, 10 hours instrument) – See various allowances for use of FSTD both visual and instrument. See credits for holders of IR(As) Additionally at least 5 hours night flight instruction 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, if no night rating held
<b>Crediting of flight time</b>	FCL.035 (a) Crediting of flight time (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought. (2) Pilot-in command or under instruction. (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.		
<b>Theoretical Knowledge</b>	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & of Appendix 3 Part E Paragraph 6 to Annex I	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Paragraph 6 of Appendix 3 Part K to Annex I	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.310 & Paragraph 6 of Appendix 3 Part N to Annex I
<b>Language Proficiency</b>	FCL.055 (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.		
<b>Skill Test</b>	FCL.030 Practical skill test (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken. (b) the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.		
	Upon completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane. Appendix 4 Part B to Annex I, FCL.320	Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test. Appendix 4 Part C to Annex I, FCL.320	Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(As) skill test. Appendix 4 Part D to Annex I
<b>Curtailement of privileges</b>	FCL.065 (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.		
	(b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.		

## Licensing requirements – quick reference

	Aeroplane	Helicopter	Airships
<b>Experience requirements for ALL applicants for CPL</b>	<p>Total flight time 200 hours of which: -</p> <p>100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.</p> <p>5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and</p> <p>10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or FFS.</p> <p>An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time.</p> <p>Hours done in a BITD shall not be credited</p> <p>6 hours of flight time shall be completed in a multi-engine aeroplane if a multi-engine aeroplane is used for the skill test.</p>	<p>Total flight time 185 hours of which: -</p> <p>50 hours PIC including 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.</p> <p>At least 5 hours night flight instruction 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.</p>	<p>Total flight time 250 hours of which:-</p> <p>125 hours as PIC, of which 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM), in the course of which a full stop landing at destination aerodrome.</p>

## Licensing requirements – quick reference

ATP/IR Integrated	Aeroplane	Helicopter
<b>Minimum age</b>	21 FCL.500	21 FCL.500
<b>Training Course</b>	<p>The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:</p> <p>(a) 95 hours of dual instruction, of which up to 55 hours may be instrument ground time;</p> <p>(b) 70 hours as PIC, including VFR flight and instrument flight time as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;</p> <p>(c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;</p> <p>(d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and</p> <p>(e) 115 hours of instrument time comprising, at least:</p> <p>(1) 20 hours as SPIC;</p> <p>(2) 15 hours MCC, for which an FFS or FNPT II may be used;</p> <p>(3) 50 hours of instrument flight instruction, of which up to:</p> <p>(i) 25 hours may be instrument ground time in a FNPT I; or</p> <p>(ii) 40 hours may be instrument ground time in a FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.</p> <p>An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;</p> <p>(f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.</p>	<p>The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:</p> <p>(a) 140 hours of dual instruction, of which:</p> <p>(1) 75 hours visual instruction may include:</p> <p>(i) 30 hours in a helicopter FFS, level C/D; or</p> <p>(ii) 25 hours in a FTD 2,3; or</p> <p>(iii) 20 hours in a helicopter FNPT II/III; or</p> <p>(iv) 20 hours in an aeroplane or TMG;</p> <p>(2) 50 hours instrument instruction may include:</p> <p>(i) up to 20 hours in a helicopter FFS or FTD 2,3 or FNPT II/III; or</p> <p>(ii) 10 hours in at least a helicopter FNPT 1 or an aeroplane;</p> <p>(3) 15 hours MCC, for which a helicopter FFS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.</p> <p>If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III;</p> <p>(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;</p> <p>(c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;</p> <p>(d) 5 hours flight time 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;</p> <p>(e) 50 hours of dual instrument time comprising:</p> <p>(i) 10 hours basic instrument instruction time; and</p> <p>(ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter</p>
<b>Crediting of flight time</b>	<p>FCL.035 (a) Crediting of flight time</p> <p>(1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought.</p> <p>(2) Pilot-in command or under instruction.</p> <p>(i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.</p> <p>(ii) A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.</p>	
<b>Theoretical Knowledge</b>	<p>FCL.025</p> <p>(a) Responsibilities of the applicant</p> <p>(b) Pass standards</p> <p>(c) Validity period 36 months;</p> <p>The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of an IR entered in the licence;</p> <p>FCL.515 Appendix 3 Part A Paragraphs 6 &amp; 7 to Annex I</p>	<p>FCL.025</p> <p>(a) Responsibilities of the applicant</p> <p>(b) Pass standards</p> <p>(c) Validity period 36 months;</p> <p>FCL.515 Appendix 3 Part F Paragraphs 6 &amp; 7 to Annex I</p> <p>The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of a helicopter's type rating entered in that licence.</p>
<b>Language Proficiency</b>	<p>FCL.055</p> <p>(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.</p> <p>(b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.</p> <p>(d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to:</p> <p>(1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;</p> <p>(2) use radio telephony in all phases of flight, including emergency situations;</p> <p>(3) communicate with other crew members during all phases of flight, including flight preparation.</p> <p>(e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.</p>	

## Licensing requirements – quick reference

<b>Skill Test</b>	<p>FCL.030 Practical skill test  (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.  ORA.ATO.150 Training in third countries (a) the training programme shall include acclimatisation flying in one of the Member States before the IR skill test is taken; and (b) the IR skill test shall be taken in one of the Member States.</p>	
	<p>FCL.520.A  Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to Annex I to demonstrate the ability to perform, as PIC of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.  The skill test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.</p>	<p>FCL.520.H  Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to Annex I to demonstrate the ability to perform as PIC of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.  The skill test shall be taken in the helicopter or an adequately qualified FFS representing the same type.</p>
<b>Curtailement of privileges</b>	<p>FCL.065  (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.  (b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.</p>	
<b>Experience requirements for ALL applicants for ATPL/IR</b>	<p>FCL.510.A  Applicants for an ATPL(A) shall hold:  (1) an MPL; or  (2) a CPL(A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC.  (b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1 500 hours of flight time in aeroplanes, including at least:  (1) 500 hours in multi-pilot operations on aeroplanes;  (2) (i) 500 hours as PIC under supervision; or  (ii) 250 hours as PIC; or  (iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;  (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;  (4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and  (5) 100 hours of night flight as PIC or co-pilot.  Of the 1 500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS and FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in an FNPT.</p>	<p>FCL.510.H  Applicants for an ATPL(H) shall:  (a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC; (b) have completed as a pilot of helicopters a minimum of 1 000 hours of flight time including at least:  (1) 350 hours in multi-pilot helicopters;  (2) (i) 250 hours as PIC; or  (ii) 100 hours as PIC and 150 hours as PIC under supervision; or  (iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;  (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;  (4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and  (5) 100 hours of night flight as PIC or as co-pilot.  Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.</p>



## Licensing requirements – quick reference

ATP Integrated	Helicopter
<b>Minimum age</b>	21 FCL.500
<b>Training Course</b>	<p>The flying training shall comprise a total of at least 150 hours, to include all progress tests. Within the total of 150 hours, applicants shall complete at least:</p> <p>(a) 95 hours of dual instruction, of which:</p> <p>(i) 75 hours visual instruction may include:</p> <p>(1) 30 hours in a helicopter FFS level C/D; or</p> <p>(2) 25 hours in a helicopter FTD 2,3; or</p> <p>(3) 20 hours in a helicopter FNPT II/III; or</p> <p>(4) 20 hours in an aeroplane or TMG;</p> <p>(ii) 10 hours basic instrument instruction may include 5 hours in at least a helicopter FNPT I or an aeroplane;</p> <p>(iii) 10 hours MCC, for which a helicopter: helicopter FFS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.</p> <p>If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III;</p> <p>(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;</p> <p>(c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;</p> <p>(d) 5 hours flight time 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.</p>
<b>Crediting of flight time</b>	<p>FCL.035 (a) Crediting of flight time</p> <p>(1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought.</p> <p>(2) Pilot-in command or under instruction.</p> <p>(i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.</p> <p>(ii) A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.</p>
<b>Theoretical Knowledge</b>	<p>FCL.025</p> <p>(a) Responsibilities of the applicant</p> <p>(b) Pass standards</p> <p>(c) Validity period 36 months;</p> <p>The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of a helicopter's type rating entered in that licence.FCL.515 Appendix 3 Part G Paragraphs 6 &amp; 7 to Annex I</p>
<b>Language Proficiency</b>	<p>FCL.055</p> <p>(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.</p> <p>(b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.</p>
<b>Skill Test</b>	<p>FCL.030 Practical skill test</p> <p>(a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.</p> <p>FCL.520.H</p> <p>Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to Annex I to demonstrate the ability to perform as PIC of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.</p> <p>The skill test shall be taken in the helicopter or an adequately qualified FFS representing the same type.</p>
<b>Curtailement of privileges</b>	<p>FCL.065</p> <p>(a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.</p> <p>(b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.</p>
<b>Experience requirements for ALL applicants for ATPL (H)</b>	<p>FCL.510.H</p> <p>Applicants for an ATPL(H) shall:</p> <p>(a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC;</p> <p>(b) have completed as a pilot of helicopters a minimum of 1 000 hours of flight time including at least:</p> <p>(1) 350 hours in multi-pilot helicopters;</p> <p>(2) (i) 250 hours as PIC; or</p> <p>(ii) 100 hours as PIC and 150 hours as PIC under supervision; or</p> <p>(iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;</p> <p>(3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;</p> <p>(4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and</p> <p>(5) 100 hours of night flight as PIC or as co-pilot.</p> <p>Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.</p>

## Licensing requirements – quick reference

MPL	Aeroplane
<b>Minimum age</b>	18 FCL.400.A
<b>Training Course</b>	<p>FCL.410.A MPL</p> <p>(a) Course. An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO in accordance with Appendix 5 to Annex I.</p> <p>(b) Examination. An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL(A), in accordance with FCL.515, and of a multi-pilot type rating. The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PNF, in actual and simulated flight, and covering the following 4 phases of training:</p> <p>(a) Phase 1 — Core flying skills Specific basic single-pilot training in an aeroplane.</p> <p>(b) Phase 2 — Basic Introduction of multi-crew operations and instrument flight.</p> <p>(c) Phase 3 — Intermediate Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high performance aeroplane in accordance with Part-21.</p> <p>(d) Phase 4 — Advanced Type rating training within an airline oriented environment.</p> <p>Flight experience in actual flight shall include all the experience requirements of Subpart H, upset recovery training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship. MCC requirements shall be incorporated into the relevant phases above. Training in asymmetric flight shall be given either in an aeroplane or an FFS.</p>
<b>Crediting of flight time</b>	<p>FCL.035 (a) Crediting of flight time</p> <p>(1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought.</p> <p>(2) Pilot-in command or under instruction.</p> <p>(i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.</p>
<b>Theoretical Knowledge</b>	<p>FCL.025</p> <p>(a) Responsibilities of the applicant</p> <p>(b) Pass standards</p> <p>(c) Validity period 36 months;</p> <p>The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of an IR entered in the licence;</p> <p>FCL.515 Appendix 5 Paragraph 7 to Annex I</p>
<b>Language Proficiency</b>	<p>FCL.055</p> <p>(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.</p> <p>(b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.</p> <p>(d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to:</p> <p>(1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;</p> <p>(2) use radio telephony in all phases of flight, including emergency situations;</p> <p>(3) communicate with other crew members during all phases of flight, including flight preparation.</p> <p>(e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.</p>
<b>Skill Test</b>	<p>FCL.030 Practical skill test</p> <p>(a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.</p> <p>(b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.</p> <p>FCL.415.A MPL</p> <p>(a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to this Part, as pilot flying and pilot not flying, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.</p> <p>(b) On completion of the training course, the applicant shall pass a skill test in accordance with Appendix 9 to this Part, to demonstrate the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course or in an FFS representing the same type.</p> <p>ORA.ATO.150 Training in third countries (a) the training programme shall include acclimatisation flying in one of the Member States before the IR skill test is taken; and (b) the IR skill test shall be taken in one of the Member States.</p>
<b>Curtailement of privileges</b>	<p>FCL.065</p> <p>(a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.</p> <p>(b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.</p>
<b>Restrictions on holder of ATPL previously holding only an MPL</b>	<p>FCL.505.A ATPL(A)</p> <p>When the holder of an ATPL(A) has previously held only an MPL, the privileges of the licence shall be restricted to multi-pilot operations, unless the holder has complied with FCL.405.A(b)(2) and (c) for single-pilot operations.</p>

# Licensing requirements – quick reference

Class and Type Ratings	Aeroplane	Helicopter	Powered Lift	Airship
<b>Revalidation, renewal General requirements</b>	<p>FCL.740 Validity and renewal of class and type ratings</p> <p>(a) The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21.</p> <p>(b) Renewal. If a class or type rating has expired, the applicant shall:</p> <p>(1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft; and</p> <p>(2) pass a proficiency check in accordance with Appendix 9 to this Part.</p>			
<b>Specific requirements</b>	<p>FCL.740.A Revalidation of class and type ratings — aeroplanes</p> <p>(a) Revalidation of multi-engine class ratings and type ratings. For revalidation of multi-engine class ratings and type ratings, the applicant shall:</p> <p>(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant class or type of aeroplane or an FSTD representing that class or type, within the 3 months immediately preceding the expiry date of the rating; and</p> <p>(2) complete during the period of validity of the rating, at least:</p> <p>(i) 10 route sectors as pilot of the relevant class or type of aeroplane; or</p> <p>(ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.</p> <p>(3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2).</p> <p>(4) The revalidation of an en route instrument rating (EIR) or an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.</p> <p>(b) Revalidation of single-pilot single-engine class ratings.</p> <p>(1) Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:</p> <p>(i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or</p> <p>(ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:</p> <ul style="list-style-type: none"> <li>- 6 hours as PIC,</li> <li>- 12 take-offs and 12 landings, and</li> <li>- a training flight of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class</li> </ul>	<p>FCL.740.H Revalidation of type ratings — helicopters</p> <p>(a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:</p> <p>(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and</p> <p>(2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.</p> <p>(3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period.</p> <p>The proficiency check shall be performed each time on a different type.</p> <p>(4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:</p> <p>(i) 300 hours as PIC on helicopters;</p> <p>(ii) 15 hours on each of the types held; and</p> <p>(iii) at least 2 hours of PIC flight time on each of the other types during the validity period.</p> <p>The proficiency check shall be performed each time on a different type.</p> <p>(5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).</p> <p>(6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.</p> <p>(b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.</p>	<p>FCL.740.PL Revalidation of type ratings — powered-lift aircraft</p> <p>(a) Revalidation. For revalidation of powered-lift type ratings, the applicant shall:</p> <p>(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of powered-lift within the 3 months immediately preceding the expiry date of the rating;</p> <p>(2) complete during the period of validity of the rating, at least:</p> <p>(i) 10 route sectors as pilot of the relevant type of powered-lift aircraft; or</p> <p>(ii) 1 route sector as pilot of the relevant type of powered-lift aircraft or FFS, flown with an examiner. This route sector may be flown during the proficiency check.</p> <p>(3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type rating shall be exempted from complying with the requirement in (2).</p> <p>(b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.</p>	<p>FCL.740.As Revalidation of type ratings — airships</p> <p>(a) Revalidation. For revalidation of type ratings for airships, the applicant shall:</p> <p>(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of airship within the 3 months immediately preceding the expiry date of the rating; and</p> <p>(2) complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.</p> <p>(3) The revalidation of an IR(As), if held, may be combined with a proficiency check for the revalidation of a class or type rating.</p> <p>(b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.</p>

## Licensing requirements – quick reference

	<p>or type of aeroplane.</p> <p>(2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof, and achieve revalidation of both ratings.</p> <p>(3) Single-pilot single-engine turbo-prop aeroplanes. For revalidation of single-engine turbo-prop class ratings applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to this Part with an examiner, within the 3 months preceding the expiry date of the rating.</p> <p>(4) When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating, they may complete the requirements of (1)(ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.</p> <p>(c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.</p>			
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## Licensing requirements – quick reference

Instrument Rating	Aeroplane	Helicopter	Airship
<b>Theoretical Knowledge</b>	FCL.025 (a) Responsibilities of the applicant (b) Pass standards (c) Validity period 36 months; FCL.615 IR — Theoretical knowledge and flight instruction. Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be: (1) an integrated training course which includes training for the IR, in accordance with Appendix 3 to this Part; or (2) a modular course in accordance with Appendix 6 to this Part.		
<b>Training Course in accordance with Appendix 6 i.e. Modular IR</b>	<p>The course consists of two modules, which may be taken separately or combined:</p> <p>(a) Basic Instrument Flight Module This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.</p> <p>(b) Procedural Instrument Flight Module This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A). An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.</p> <p>7. A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.</p> <p>8. A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.</p> <p>9. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.</p> <p>10.1 The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.</p> <p>10.2 The holder of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.</p> <p>10.3 The total instrument flight instruction in aeroplane shall comply with paragraph 7 or 8, as appropriate.</p>	<p>A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:</p> <p>(a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (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 FTD 2/3, FNPT II/III or FFS.</p> <p>The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter. A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;</p> <p>(a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (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 FTD 2/3, FNPT II/III or FFS.</p> <p>The instrument flight instruction shall include at least 10 hours in an IFR-certificated multi-engine helicopter. Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours. The holder of an IR(A) may have the amount of training required reduced by 10 hours. The flying exercises up to the IR(H) skill test shall comprise:</p> <p>(a) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;            (b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:            transition from visual to instrument flight on take-off, standard instrument departures and arrivals, en-route IFR procedures, holding procedures, instrument approaches to specified minima, missed approach procedures, landings from instrument approaches, including circling;            (c) in-flight manoeuvres and particular flight characteristics;            (d) if required, operation of a multi-engine helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out in an FFS or FNPT II or FTD 2/3)</p>	<p>The course consists of two modules, which may be taken separately or combined:</p> <p>(a) Basic Instrument Flight Module This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.</p> <p>(b) Procedural Instrument Flight Module This comprises the remainder of the training syllabus for the IR(As), 25 hours instrument time under instruction, and the theoretical knowledge course for the IR(As).</p> <p>7. An IR(As) course shall comprise at least 35 hours instrument time under instruction of which up to 15 hours may be instrument ground time in an FNPT I, or up to 20 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.</p> <p>8. The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraph 7 reduced by 10 hours. The total instrument flight instruction in airship shall comply with paragraph 7.</p> <p>9. If the applicant is the holder of an IR in another category of aircraft the total amount of flight instruction required may be reduced to 10 hours on airships.</p>
<b>Crediting of flight time</b>	FCL.035 (a) Crediting of flight time (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought. (2) Pilot-in command or under instruction. (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.		

## Licensing requirements – quick reference

<p><b>Language Proficiency</b></p>	<p>FCL.055            (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.            (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.            (d) Specific requirements for holders of an instrument rating (IR) or en-route instrument rating (EIR). Without prejudice to the paragraphs above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at a level which allows them to:            (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;            (2) use radio telephony in all phases of flight, including emergency situations;            (3) communicate with other crew members during all phases of flight, including flight preparation.            (e) The demonstration of language proficiency and of the use of English for IR or EIR holders shall be done through a method of assessment established by the competent authority.            ORA.ATO.150 Training in third countries (a) the training programme shall include acclimatisation flying in one of the Member States before the IR skill test is taken; and (b) the IR skill test shall be taken in one of the Member States.</p>					
<p><b>Skill Test</b></p>	<p>FCL.030 Practical skill test            (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.            (b) the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.</p> <table border="1" data-bbox="320 448 2087 632"> <tr> <td data-bbox="320 448 909 632"> <p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.</p> </td> <td data-bbox="909 448 1500 632"> <p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft.</p> </td> <td data-bbox="1500 448 2087 632"> <p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft.</p> </td> </tr> </table>			<p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.</p>	<p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft.</p>	<p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft.</p>
<p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.</p>	<p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft.</p>	<p>Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted. For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft.</p>				
<p><b>Training Course In accordance with Appendix 6 Competency-based modular flying training course – aeroplanes only</b></p>						
<p>The course shall consist of a combination of instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR and flight instruction within an ATO.            2. An applicant for such a competency-based modular IR(A) shall be the holder of a PPL(A) or CPL(A).            The course shall comprise:            (a) theoretical knowledge instruction to the IR(A) knowledge level;            (b) instrument flight instruction.            5. An approved competency-based modular IR(A) course shall comprise at least 80 hours of theoretical knowledge instruction. The theoretical knowledge course may contain computer-based training and e- learning elements. A minimum amount of classroom teaching as required by ORA.ATO.305 has to be provided.            6. The method of attaining an IR(A) following this modular course is competency-based. However, the minimum requirements below shall be completed by the applicant. Additional training may be required to reach required competencies.            (a) A single-engine competency-based modular IR(A) course shall include at least 40 hours of instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 25 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.            (i) When the applicant has:            (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or            (B) prior flight time under IFR as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC            these hours may be credited towards the 40 hours above up to maximum of 30 hours,            (ii) When the applicant has prior instrument flight time under instruction other than specified in point (a)(i), these hours may be credited towards the required 40 hours up to a maximum of 15 hours.            (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in an aeroplane at an ATO.            (iv) The total amount of dual instrument instruction shall not be less than 25 hours.            (b) A multi-engine competency-based modular IR(A) course shall include at least 45 hours instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 30 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.            (i) When the applicant has:            (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or            (B) prior flight time under IFR as PIC on aeroplanes, under a rating giving the privileges to fly under IFR and in IMC            these hours may be credited towards the 45 hours above up to a maximum of 35 hours.            (ii) When the applicant has prior instrument flight time under instruction other than specified in point (b)(i), these hours may be credited towards the required 45 hours up to a maximum of 15 hours.            (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in a multi-engine aeroplane at an ATO.            (iv) The total amount of dual instrument instruction shall not be less than 25 hours, of which at least 15 hours shall be completed in a multi-engine aeroplane.            (c) To determine the amount of hours credited and to establish the training needs, the applicant shall complete a pre-entry assessment at an ATO.            (d) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) in accordance with point (a)(i) or (b)(i) shall be documented in a specific training record and signed by the instructor.            8. Applicants for the competency-based modular IR(A) holding a Part-FCL PPL or CPL and a valid IR(A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the training course mentioned in paragraph 4. In order to be issued the IR(A), the applicant shall:            (a) successfully complete the skill test for the IR(A) in accordance with Appendix 7;            (b) demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR); and            (c) have a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.</p>						

## Licensing requirements – quick reference

<b>All applicants for IR</b>	<b>FCL.610 IR — Prerequisites and crediting</b> Applicants for an IR shall: (a) hold: (1) at least a PPL in the appropriate aircraft category, and: (i) the privileges to fly at night in accordance with FCL.810, if the IR privileges will be used at night; or (ii) an ATPL in another category of aircraft; or (2) a CPL, in the appropriate aircraft category; (b) have completed at least 50 hours of cross-country flight time as PIC in aeroplanes, TMGs, helicopters or airships, of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category. (c) Helicopters only. Applicants who have completed an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated training course shall be exempted from the requirement in (b).
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## Licensing requirements – quick reference

<b>En-Route Instrument Rating</b>	
<b>Theoretical Knowledge</b>	<p>Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, in the subjects referred to in FCL.615(b).</p> <p><b>GM1 FCL.825(d) En route instrument rating (EIR)</b>            DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES FOR EIR For the detailed theoretical knowledge syllabus and learning objectives, refer to GM1 FCL.615(b)</p>
<b>Training Course</b>	<p>FCL.825 (c)            Training course. Applicants for an EIR shall have completed, within a period of 36 months at an ATO:</p> <ol style="list-style-type: none"> <li>(1) at least 80 hours of theoretical knowledge instruction in accordance with FCL.615; and</li> <li>(2) instrument flight instruction, during which:               <ol style="list-style-type: none"> <li>(i) the flying training for a single-engine EIR shall include at least 15 hours of instrument flight time under instruction; and</li> <li>(ii) the flying training for a multi-engine EIR shall include at least 16 hours of instrument flight time under instruction, of which at least 4 hours shall be in multi-engine aeroplanes.</li> </ol> </li> </ol>
<b>Crediting of flight time</b>	<p>Applicants for the EIR shall hold at least a PPL(A) and shall have completed at least 20 hours of cross-country flight time as PIC in aeroplanes.</p> <p>When the applicant for the EIR has completed instrument flight time under instruction with an IRI(A) or an FI(A) holding the privilege to provide training for the IR or EIR, these hours may be credited towards the hours required in point (c)(2)(i) and (ii) up to a maximum of 5 or 6 hours respectively. The 4 hours of instrument flight instruction in multi-engine aeroplanes required in point (c)(2)(ii) shall not be subject to this credit.</p> <ol style="list-style-type: none"> <li>(1) To determine the amount of hours to be credited and to establish the training needs, the applicant shall complete a pre-entry assessment at the ATO.</li> <li>(2) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) shall be documented in a specific training record and signed by the instructor.</li> </ol> <p>(i) Applicants for the EIR, holding a Part-FCL PPL or CPL and a valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention by a third country, may be credited in full towards the training course requirements mentioned in point (c). In order to be issued the EIR, the applicant shall:</p> <ol style="list-style-type: none"> <li>(1) successfully complete the skill test for the EIR;</li> <li>(2) by way of derogation from point (d), demonstrate during the skill test towards the examiner that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR);</li> <li>(3) have a minimum experience of at least 25 hours of flight time under IFR as PIC on aeroplanes.</li> </ol>
<b>Language Proficiency</b>	<p>FCL.055</p> <ol style="list-style-type: none"> <li>(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.</li> <li>(b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language.</li> <li>(c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency endorsement shall be re-evaluated every:           <ol style="list-style-type: none"> <li>(1) 4 years, if the level demonstrated is operational level; or</li> <li>(2) 6 years, if the level demonstrated is extended level.</li> </ol> </li> <li>(d) Specific requirements for holders of an instrument rating (IR) or en-route instrument rating (EIR). Without prejudice to the paragraphs above, holders of an IR or an EIR shall have demonstrated the ability to use the English language at a level which allows them to:           <ol style="list-style-type: none"> <li>(1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;</li> <li>(2) use radio telephony in all phases of flight, including emergency situations;</li> <li>(3) communicate with other crew members during all phases of flight, including flight preparation.</li> </ol> </li> <li>(e) The demonstration of language proficiency and of the use of English for IR or EIR holders shall be done through a method of assessment established by the competent authority.</li> </ol> <p>ORA.ATO.150 Training in third countries (a) the training programme shall include acclimatisation flying in one of the Member States before the IR skill test is taken; and (b) the IR skill test shall be taken in one of the Member States.</p>
<b>Skill Test</b>	<p>After the completion of the training, the applicant shall pass a skill test in an aeroplane with an IRE. For a multi-engine EIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine EIR, the test shall be taken in a single-engine aeroplane.</p> <p>AMC1 FCL.825(e); (g) En route instrument rating (EIR)            SKILL TEST/PROFICIENCY CHECK FOR THE ISSUE, REVALIDATION, OR RENEWAL OF AN EN ROUTE INSTRUMENT RATING (EIR)</p>



## Licensing requirements – quick reference

### Sailplane Cloud Flying Rating

<b>Training Course</b>	<p>FCL.830</p> <p>Applicants for a sailplane cloud flying rating shall have completed at least:</p> <p>(1) 30 hours as PIC in sailplanes or powered sailplanes after the issue of the licence;</p> <p>(2) a training course at an ATO including:</p> <p>(i) theoretical knowledge instruction; and</p> <p>(ii) at least 2 hours of dual flight instruction in sailplanes or powered sailplanes, controlling the sailplane solely by reference to instruments, of which a maximum of one hour may be completed on TMGs; and</p> <p>(3) a skill test with an FE qualified for this purpose.</p> <p>AMC1 FCL.830 Sailplane Cloud Flying Rating</p> <p>THEORETICAL KNOWLEDGE INSTRUCTION AND FLIGHT INSTRUCTION</p>
<b>Skill Test</b>	<p>Required – see above</p>

## Licensing requirements – quick reference

<b>Instructors : General requirements</b>	FCL.900 Instructor Certificates A person shall only carry out: (1) flight instruction in aircraft when he/she holds: (i) a pilot licence issued or accepted in accordance with this Regulation; (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart; (2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given.
<b>Minimum age</b>	18 FCL.915 (a)
<b>Prerequisites</b>	FCL.915 (b) Additional requirements for instructors providing flight instruction in aircraft. An applicant for or the holder of an instructor certificate with privileges to conduct flight instruction in an aircraft shall: (1) hold at least the licence and, where relevant, the rating for which flight instruction is to be given; (2) except in the case of the flight test instructor, have: (i) completed at least 15 hours of flight as a pilot on the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft; (3) be entitled to act as PIC on the aircraft during such flight instruction.
<b>Instructor competencies</b>	FCL.920 Instructor competencies and assessment All instructors shall be trained to achieve the following competences: Prepare resources, Create a climate conducive to learning, Present knowledge, Integrate Threat and Error Management (TEM) and crew resource management, Manage time to achieve training objectives, Facilitate learning, Assess trainee performance, Monitor and review progress, Evaluate training sessions Report outcome.
<b>Additional requirements for instructors for the MPL</b>	FCL.925 (a) Instructors conducting training for the MPL shall: (1) have successfully completed an MPL instructor training course at an ATO; and (2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course: (i) be experienced in multi-pilot operations; and (ii) have completed initial crew resource management training with a commercial air transport operator approved in accordance with the applicable air operations requirements. (b) MPL instructors training course (1) The MPL instructor training course shall comprise at least 14 hours of training. Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training. (2) The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an examiner qualified in accordance with Subpart K. (3) Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant. (c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course: (1) 1 simulator session of at least 3 hours; or (2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings. (d) If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct flight instruction for the MPL he/she shall: (1) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and (2) pass the assessment of instructor competencies as set out in (b)(2)
<b>Training Course</b>	FCL.930 Applicants for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO. In addition to the specific elements prescribed in this Part for each category of instructor, the course shall contain the elements required in FCL.920. FCL.930.FI Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to this Part.
<b>Skill Test</b>	FCL.935 Assessment of competence (a) Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate. (b) This assessment shall include: (1) the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction; (2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD; (3) exercises adequate to evaluate the instructor's competencies. (c) The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction. (d) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.
<b>Validity</b>	FCL.940, With the exception of the MI, and without prejudice to FCL.900(b)(1), instructor certificates shall be valid for a period of 3 years.

## Licensing requirements – quick reference

Flight Instructor	Aeroplanes	Helicopter	Airships	Sailplane	Balloons
<b>Removal of Restricted Privileges</b>	FCL.910.FI(c)(1) 100 hours flight instruction(aeroplanes or TMG), supervised 25 student solo flights	FCL.910.FI (c)(2) 100 hours flight instruction in helicopters, supervised 25 student solo flight exercises	FCL.910.FI (c)(3) 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL.	FCL.910.FI (c)(3) 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of an SPL.	FCL.910.FI (c)(3) 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of BPL.
<b>Requirements FCL.915.FI</b>	10 hours instrument flight instruction (may include 5 hours FSTD) 20 hours PIC x-country Hold CPL(A) or PPL(A) and have CPL theoretical knowledge [except FI giving instruction for LAPL(A)] 200 hours total time (aeroplane or TMG) of which 150 hours PIC 30 hours SEP (5 in last 6 months) Pass pre-entry flight test iaw FCL.930.FI (a) VFR x-country flight 540 km (300 NM) with 2 x land-away.	10 hours instrument flight instruction (may include 5 hours FSTD) 20 hours PIC x-country 250 hours total time of which : 100 hours PIC if holder of CPL(H) or 200 hours PIC if holder of PPL(H) with CPL theoretical knowledge	500 hours of flight time on airships as PIC, of which 400 hours shall be as PIC holding a CPL(As)	Have completed 100 hours of flight time and 200 launches as PIC on sailplanes. Additionally, where the applicant wishes to give flight instruction on TMGs, he/she shall have completed 30 hours of flight time as PIC on TMGs and an additional assessment of competence on a TMG in accordance with FCL.935 with an FI qualified in accordance with FCL.905.FI(j).	Have completed 75 hours of balloon flight time as PIC, of which at least 15 hours have to be in the class for which flight instruction will be given.
<b>FCL.930.FI Training course</b>	25 hours of teaching and learning; 100 hours of theoretical knowledge instruction, including progress tests 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3	25 hours of teaching and learning; 100 hours of theoretical knowledge instruction, including progress tests 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3	25 hours of teaching and learning; 100 hours of theoretical knowledge instruction, including progress tests 20 hours of flight instruction, of which 15 hours shall be dual flight instruction	30 hours of theoretical knowledge instruction, including progress tests At least 6 hours or 20 take-offs of flight instruction. In the case of an FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs.	30 hours of theoretical knowledge instruction, including progress tests. At least 3 hours including 3 take-offs of flight instruction.
<b>FCL.940.FI Revalidation and renewal</b>	For revalidation 2 of the following 3 requirements: 1. 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate. 2. attend an instructor refresher seminar, within the validity period of the FI certificate 3. pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Renewal; attend an instructor refresher seminar, within the validity period of the FI certificate and pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. For the at least each alternate subsequent revalidation pass an assessment of competence in accordance with FCL.935.	For revalidation 2 of the following 3 requirements: 1. 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate. 2. attend an instructor refresher seminar, within the validity period of the FI certificate 3. pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Renewal; attend an instructor refresher seminar, within the validity period of the FI certificate and pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. For the at least each alternate subsequent revalidation pass an assessment of competence in accordance with FCL.935.	For revalidation 2 of the following 3 requirements: 1. 20 hours of flight instruction in airships as FI, IRI or as examiner during the period of validity of the certificate. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate 2. attend an instructor refresher seminar, within the validity period of the FI certificate 3. pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Renewal; attend an instructor refresher seminar, within the validity period of the FI certificate and pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Each third revalidation, pass an assessment of competence in accordance with FCL.935	For revalidation 2 of the following 3 requirements: 1. 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate 2. attend an instructor refresher seminar, within the validity period of the FI certificate 3. pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Renewal; attend an instructor refresher seminar, within the validity period of the FI certificate and pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Each third revalidation, pass an assessment of competence in accordance with FCL.935	For revalidation 2 of the following 3 requirements: 1. 6 hours of flight instruction in balloons as, FI or as examiner during the period of validity of the certificate 2. attend an instructor refresher seminar, within the validity period of the FI certificate 3. pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Renewal; attend an instructor refresher seminar, within the validity period of the FI certificate and pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate. Each third revalidation, pass an assessment of competence in accordance with FCL.935

## Licensing requirements – quick reference

Type Rating Instructor	Multi pilot aeroplanes	Single pilot aeroplanes	Helicopters	Powered Lift Aircraft
<b>Restricted Privileges General</b>	FCL.910.TRI Restricted privileges (a) General. If the TRI training is carried out in an FFS only, the privileges of the TRI shall be restricted to training in the FFS. See also: FCL.935.TRI			
<b>Removal of Restricted Privileges</b>	Restricted to the type of aeroplane in which the training and the assessment of competence was taken. The privileges of the TRI shall be extended to further types when the TRI has: - (1) completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which 7 sectors may be completed in an FFS; (2) completed the technical training and flight instruction parts of the relevant TRI course; (3) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating,	The privileges of the TRI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that the TRI: (i) holds an MCCI certificate; or (ii) holds or has held a TRI certificate for multi-pilot aeroplanes	Restricted to the type of helicopter in which the skill test for the issue of the TRI certificate was taken. The privileges of the TRI shall be extended to further types when the TRI has: (i) completed the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type; (ii) conducted at least 2 hours of flight instruction on the applicable type, under the supervision of an adequately qualified TRI(H); and (iii) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating. Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.	Restricted to the type of powered-lift aircraft in which the training and the assessment of competence was taken. The privileges of the TRI shall be extended to further types when the TRI has: - (1) completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which 7 sectors may be completed in an FFS; (2) completed the technical training and flight instruction parts of the relevant TRI course; (3) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating,
<b>Requirements FCL.915.TRI</b>	CPL, MPL or ATPL 1500 hours multi-pilot aeroplanes Within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type.	CPL or ATPL (1) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type; and (2) (i) have competed at least 500 hours flight time as pilot on aeroplanes, including 30 hours as PIC on the applicable type of aeroplane; or (ii) hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges;	CPL or ATPL (1) for a TRI(H) certificate for single-pilot single-engine helicopters, have completed 250 hours as a pilot on helicopters; (2) for a TRI(H) certificate for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters; (3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, including: (i) 350 hours as a pilot on multi-pilot helicopters; or (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations. (4) Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single- pilot helicopter	CPL, MPL or ATPL (1) have completed 1 500 hours flight time as a pilot on multi-pilot aeroplanes, powered-lift, or multi-pilot helicopters; and (2) have completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.
<b>FCL.930.TRI Training course</b>	(a) The TRI training course shall include, at least: (1) 25 hours of teaching and learning; (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills; (3) 5 hours of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or a simulator representing that aircraft. (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1). (c) An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.			

## Licensing requirements – quick reference

<p style="text-align: center;"><b>FCL.940.TRI Revalidation and renewal</b></p>	<p>For revalidation of a TRI(A) certificate, the applicant shall, within the last 12 months preceding the expiry date of the certificate, fulfil one of the following 3 requirements:</p> <p>(i) conduct one of the following parts of a complete type rating training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings;</p> <p>(ii) receive instructor refresher training as a TRI at an ATO;</p> <p>(iii) pass the assessment of competence in accordance with FCL.935.</p> <p>For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.</p> <p>Renewal:-</p> <p>(i) completed within the last 12 months preceding the application at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator;</p> <p>(ii) completed the relevant parts of a TRI course at an approved ATO;</p> <p>(iii) conducted on a complete type rating course at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).</p>	<p>For revalidation of a TRI(A) certificate, the applicant shall, within the last 12 months preceding the expiry date of the certificate, fulfil one of the following 3 requirements:</p> <p>(i) conduct one of the following parts of a complete type rating training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings;</p> <p>(ii) receive instructor refresher training as a TRI at an ATO;</p> <p>(iii) pass the assessment of competence in accordance with FCL.935.</p> <p>For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.</p> <p>Renewal:-</p> <p>(i) completed within the last 12 months preceding the application at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator;</p> <p>(ii) completed the relevant parts of a TRI course at an approved ATO;</p> <p>(iii) conducted on a complete type rating course at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).</p>	<p>The applicant shall, within the validity period of the TRI certificate, fulfil 2 of the following 3 requirements:</p> <p>(i) complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate.</p> <p>In the case of TRI(H), time flown as FI, instrument rating instructor (IRI), synthetic training instructor (STI) or as any kind of examiner shall also be relevant for this purpose;</p> <p>(ii) receive instructor refresher training as a TRI at an ATO;</p> <p>(iii) pass the assessment of competence in accordance with FCL.935.</p> <p>For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.</p> <p>A TRI(H) holding an FI(H) certificate on the relevant type shall have full credit towards the requirements above. In this case, the TRI(H) certificate will be valid until the expiry date of the FI(H) certificate.</p> <p>Renewal:-</p> <p>the applicant shall, within a period of 12 months before renewal:</p> <p>(i) receive instructor refresher training as a TRI at an ATO, which should cover the relevant elements of the TRI training course; and</p> <p>(ii) pass the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought.</p>	<p>The applicant shall, within the validity period of the TRI certificate, fulfil 2 of the following 3 requirements:</p> <p>(i) complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate.</p> <p>In the case of TRI(PL), these hours of flight instruction shall be flown as a TRI or type rating examiner (TRE), or SFI or synthetic flight examiner (SFE).</p> <p>(ii) receive instructor refresher training as a TRI at an ATO;</p> <p>(iii) pass the assessment of competence in accordance with FCL.935.</p> <p>For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.</p> <p>Renewal:-</p> <p>the applicant shall, within a period of 12 months before renewal:</p> <p>(i) receive instructor refresher training as a TRI at an ATO, which should cover the relevant elements of the TRI training course; and</p> <p>(ii) pass the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought.</p>
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## Licensing requirements – quick reference

Class Rating	Single engine aeroplanes	Multi engine aeroplanes	
<b>Instructors</b>	FCL.905.CRI		
<b>Restricted Privileges</b>	restricted to the class or type of aeroplane in which the instructor assessment of competence was taken.		
<b>Removal of Restricted Privileges</b>	FCL.905.CRI When the CRI has completed, within the last 12 months: (1) 15 hours flight time as PIC on aeroplanes of the applicable class or type of aeroplane; (2) one training flight from the right hand seat under the supervision of another CRI or FI qualified for that class or type occupying the other pilot's seat.		
<b>Requirements FCL.915.CRI</b>	(1) 300 hours flight time as a pilot on aeroplanes; (2) 30 hours as PIC on the applicable class or type of aeroplane.	(1) 500 hours flight time as a pilot on aeroplanes; (2) 30 hours as PIC on the applicable class or type of aeroplane;	
<b>FCL.930.CRI Training course</b>	(1) 25 hours of teaching and learning instruction; (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills; (3) 5 hours of flight instruction on multi-engine aeroplanes, or 3 hours of flight instruction on single-engine aeroplanes, given by an FI(A) qualified in accordance with FCL.905.FI(i). (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (1).		
<b>FCL.940.CRI Revalidation and renewal</b>	(a) For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the CRI certificate: (1) conduct at least 10 hours of flight instruction in the role of a CRI. If the applicant has CRI privileges on both single-engine and multi-engine aeroplanes, the 10 hours of flight instruction shall be equally divided between single-engine and multi-engine aeroplanes; or (2) receive refresher training as a CRI at an ATO; or (3) pass the assessment of competence in accordance with FCL.935 for multi-engine or single-engine aeroplanes, as relevant. (b) For at least each alternate revalidation of a CRI certificate, the holder shall have to comply with the requirement of (a)(3). (c) Renewal. If the CRI certificate has lapsed, the applicant shall, within a period of 12 months before renewal: (1) receive refresher training as a CRI at an ATO; (2) pass the assessment of competence established in FCL.935.		
<b>IRI</b>	<b>Aeroplanes</b>	<b>Helicopters</b>	<b>Airships</b>
<b>Specific MPL Privileges</b>	(b) Specific requirements for the MPL course. To instruct for the basic phase of training on an MPL course, the IRI(A) shall: (1) hold an IR for multi-engine aeroplanes; and (2) have completed at least 1 500 hours of flight time in multi-crew operations. (3) In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph FCL.905.FI(j)(3).		
<b>Requirements FCL.915.IRI</b>	(1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and (2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraph FCL.915.CRI(a)	(1) have completed at least 500 hours of flight time under IFR, of which at least 250 hours shall be instrument flight time in helicopters; and (2) in the case of applicants for an IR(H) for multi-pilot helicopters, meet the requirements of FCL.905.FI(g)(3)(ii);	have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.
<b>FCL.930.IRI Training course</b>	(1) 25 hours of teaching and learning instruction; (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills; (3) at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FPNT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5 Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (1).	(1) 25 hours of teaching and learning instruction; (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills; (3) at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FPNT II/III. Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (1).	(1) 25 hours of teaching and learning instruction; (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills; (3) at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FPNT II. Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (1).
<b>FCL.940.IRI Revalidation and renewal</b>	For revalidation and renewal of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with FCL.940.FI.		

## Licensing requirements – quick reference

Synthetic Flight Instructor	Multi Pilot Aeroplanes	Single Pilot Aeroplanes	Helicopters	Powered Lift
<b>Restricted Privileges</b> <b>FCL910.SFI</b>	The privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken. The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has: (a) satisfactorily completed the simulator content of the relevant type rating course; and (b) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose.			
<b>Requirements</b> <b>FCL.915.SFI</b>	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and (c) additionally have: (1) at least 1 500 hours flight time as a pilot on multi-pilot aeroplanes (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least: (i) 3 route sectors on the flight deck of the applicable aircraft type; or (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and (c) (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least: (i) 3 route sectors on the flight deck of the applicable aircraft type; or (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing; (d) additionally, for an SFI(A) for single-pilot high performance complex aeroplanes: (1) have completed at least 500 hours of flight time as PIC on single-pilot aeroplanes; (2) hold or have held a multi-engine IR(A) rating; and (3) have met the requirements in (c)(2);	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and (1) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and (2) in the case of multi-pilot helicopters, at least 1000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters; (3) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters; (4) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and (c) additionally have: (1) at least 1 500 hours flight time as a pilot on powered-lift,; (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least: (i) 3 route sectors on the flight deck of the applicable aircraft type; or (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;
<b>FCL.930.SFI</b> <b>Training course</b>	(a) The training course for the SFI shall include: (1) the FSTD content of the applicable type rating course; (2) the content of the TRI training course. (b) An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.			
<b>FCL.940.SFI</b> <b>Revalidation and renewal</b>	(a) Revalidation. For revalidation of an SFI certificate the applicant shall, within the validity period of the SFI certificate, fulfil 2 of the following 3 requirements: (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate; (2) receive instructor refresher training as an SFI at an ATO; (3) pass the relevant sections of the assessment of competence in accordance with FCL.935. (b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held. (c) For at least each alternate revalidation of an SFI certificate, the holder shall have to comply with the requirement of (a)(3). (d) Renewal. If the SFI certificate has lapsed, the applicant shall, within the 12 months preceding the application: (1) complete the simulator content of the SFI training course; (2) fulfil the requirements specified in (a)(2) and (3).			

## Licensing requirements – quick reference

MCCI	Aeroplane	Helicopter	Airship	Powered Lift
<b>Restricted Privileges FCL910.MCCI</b>	The privileges of the holder of an MCCI certificate shall be restricted to the FNPT II/III MCC, FTD 2/3 or FFS in which the MCCI training course was taken. The privileges may be extended to other FSTDs representing further types of aircraft when the holder has completed the practical training of the MCCI course on that type of FNPT II/III MCC, FTD 2/3 or FFS.			
<b>Requirements FCL.915.MCCI</b>	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have at least: (1) 1 500 hours of flying experience as a pilot on multi-pilot operations	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category (b) 1000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have at least: (1) 1 500 hours of flying experience as a pilot on multi-pilot operations	(a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category; (b) have at least: (1) 1 500 hours of flying experience as a pilot on multi-pilot operations
<b>FCL.930.MCCI Training course</b>	(a) The training course for the MCCI shall include, at least: (1) 25 hours of teaching and learning instruction; (2) technical training related to the type of FSTD where the applicant wishes to instruct; (3) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT II/III MCC, FTD 2/3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920. (b) Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of (a)(1).			
<b>FCL.940.MCCI Revalidation and renewal</b>	(a) For revalidation of an MCCI certificate the applicant shall have completed the requirements of FCL.930.MCCI(a)(3) on the relevant type of FNPT II/III, FTD 2/3 or FFS, within the last 12 months of the validity period of the MCCI certificate. (b) Renewal. If the MCCI certificate has lapsed, the applicant shall complete the requirements of FCL.930.MCCI(a)(2) and (3) on the relevant type of FNPT II/III MCC, FTD 2/3 or FFS.			
STI	Aeroplanes	Helicopters		
<b>Restricted Privileges FCL910.STI</b>	The privileges of an STI shall be restricted to the FNPT II/III, FTD 2/3 or FFS in which the STI training course was taken. The privileges may be extended to other FSTDs representing further types of aircraft when the holder has: (a) completed the FFS content of the TRI course on the applicable type; (b) passed the proficiency check for the specific aircraft type rating on an FFS of the applicable type, within the 12 months preceding the application; (c) conducted, on a type rating course, at least one FSTD session related to the duties of an STI with a minimum duration of 3 hours on the applicable type of aircraft, under the supervision of a flight instructor examiner (FIE).			
<b>Requirements FCL.915.STI</b>	(a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended (b) have completed in an FNPT the relevant proficiency check for the class or type rating, within a period of 12 months preceding the application. An applicant for an STI(A) wishing to instruct on BITDs only, shall complete only the exercises appropriate for a skill test for the issue of a PPL(A)	(a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended (b) have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, within the 12 months preceding the application.		
<b>FCL.930.STI Training course</b>	(a) The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920. Applicants for an STI(A) wishing to instruct on a BITD only, shall complete the flight instruction on a BITD.	(a) The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920. (b) the course shall also include the FFS content of the applicable TRI course.		
<b>FCL.940.STI Revalidation and renewal</b>	(a) Revalidation. For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the STI certificate: (1) conducted at least 3 hours of flight instruction in an FFS or FNPT II or BITD, as part of a complete CPL, IR, PPL or class or type rating course; and (2) passed in the FFS, FTD 2 or FNPT II on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft. For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A). (b) Renewal. If the STI certificate has lapsed, the applicant shall: (1) receive refresher training as an STI at an ATO; (2) pass in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft. For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A); (3) conduct on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, CRI(A) or IRI nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE(A).	(a) Revalidation. For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the STI certificate: (1) conducted at least 3 hours of flight instruction in an FFS or FNPT II/III or BITD, as part of a complete CPL, IR, PPL or class or type rating course; and (2) passed in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft. (b) Renewal. If the STI certificate has lapsed, the applicant shall: (1) receive refresher training as an STI at an ATO; (2) pass in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate class or type of aircraft. (3) conduct on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, IRI or TRI(H) nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE.		



## Licensing requirements – quick reference

Mountain Rating Instructor	Single Pilot Aeroplanes
<b>Requirements FCL.915.MI</b>	An applicant for an MI certificate shall: (a) hold a, FI, CRI, or TRI certificate, with privileges for single-pilot aeroplanes; (b) hold a mountain rating.
<b>FCL.930.MI Training course</b>	(a) The training course for the MI shall include the assessment of the applicant's competence as described in FCL.920. (b) Before attending the course, applicants shall have passed a pre-entry flight test with an MI holding an FI certificate to assess their experience and ability to undertake the training course.
<b>FCL.940.MI Revalidation and renewal</b>	The MI certificate is valid as long as the, FI, TRI or CRI certificate is valid.
Flight Test Instructor	All Aircraft
<b>Requirements FCL.915.FTI</b>	(a) hold a flight test rating issued in accordance with FCL.820; (b) have completed at least 200 hours of category 1 or 2 flight tests.
<b>FCL.930.FTI Training course</b>	(a) The training course for the FTI shall include, at least: (1) 25 hours of teaching and learning; (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills; (3) 5 hours of practical flight instruction under the supervision of an FTI qualified in accordance with FCL.905.FTI(b). These hours of flight instruction shall include the assessment of the applicant's competence as described in FCL.920. (b) Crediting: (1) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1). (2) In addition, applicants holding or having held an FI or TRI certificate in the relevant aircraft category shall be fully credited towards the requirements of (a)(2).
<b>FCL.940.FTI Revalidation and renewal</b>	(a) Revalidation. For revalidation of an FTI certificate, the applicant shall, within the validity period of the FTI certificate, fulfil one of the following requirements: (1) complete at least: (i) 50 hours of flight tests, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate; and (ii) 5 hours of flight test flight instruction within the 12 months preceding the expiry date of the FTI certificate; or (2) receive refresher training as an FTI at an ATO. The refresher training shall be based on the practical flight instruction element of the FTI training course, in accordance with FCL.930.FTI(a)(3), and include at least 1 instruction flight under the supervision of an FTI qualified in accordance with FCL.905.FTI(b). (b) Renewal. If the FTI certificate has lapsed, the applicant shall receive refresher training as an FTI at an ATO. The refresher training shall comply at least with the requirements of FCL.930.FTI(a)(3).

## Licensing requirements – quick reference

Examiners	Common Requirements
<b>Requirements</b>	<p><b>FCL.1000</b>            (a) General. Holders of an examiner certificate shall:            (1) hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;            (2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.</p> <p><b>FCL.1010</b>            Applicants for an examiner certificate shall demonstrate:            (a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;            (b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with this Part, for non-compliance with the Basic Regulation and its Implementing Rules during the last 3 years.</p>
<b>Standardisation FCL.1015</b>	<p>(a) Applicants for an examiner certificate shall undertake a standardisation course provided by the competent authority or by an ATO and approved by the competent authority.            (b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:            (1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;            (2) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;            (3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.            (4) a briefing on the need to review and apply the items in (3) when conducting skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate; and            (5) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed;            (c) Holders of an examiners certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicant's competent authority.</p>
<b>Assessment of Competence FCL.1020</b>	<p>Applicants for an examiner certificate shall demonstrate their competence to an inspector from the competent authority or a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.</p>
<b>Validity, Revalidation and renewal FCL.1025</b>	<p>(a) Validity.            An examiner certificate shall be valid for 3 years.</p> <p>(b) Revalidation. An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:            (1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;            (2) attended an examiner refresher seminar provided by the competent authority or by an ATO and approved by the competent authority, during the last year of the validity period.            (3) One of the skill tests or proficiency checks completed during the last year of the validity period in accordance with (1) shall have been assessed by an inspector from the competent authority or by a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate.            (4) When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements in (b)(1) and (2) and FCL.1020 for one of the categories of examiner certificate held, in agreement with the competent authority.</p> <p>(c) Renewal. If the certificate has expired, applicants shall comply with the requirements of (b)(2) and FCL.1020 before they can resume the exercise of the privileges.</p> <p>(d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in FCL.1010 and FCL.1030.</p>

## Licensing requirements – quick reference

FE	Aeroplanes	Helicopters	Airships	Sailplanes	Balloons
<p><b>FCL.1005.FE Requirements.</b>  <b>The privileges of the FE certificate are related specifically to the FE experience; they are related to single pilot aircraft.</b></p>	<p>(1) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 1 000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;</p> <p>(2) skill tests for the issue of the CPL(A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 2 000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;</p> <p>(3) skill tests and proficiency checks for the LAPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 100 hours of flight instruction;</p> <p>(4) skill tests for the issue of a mountain rating, provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating.</p>	<p>(1) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a PPL(H), provided that the examiner has completed 1 000 hours of flight time as a pilot on helicopters, including at least 250 hours of flight instruction;</p> <p>(2) skill tests for the issue of the CPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2 000 hours of flight time as pilot on helicopters, including at least 250 hours of flight instruction;</p> <p>(3) skill tests and proficiency checks for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a CPL(H) or ATPL(H) and, when applicable, an IR(H);</p> <p>(4) skill tests and proficiency checks for the LAPL(H), provided that the examiner has completed at least 500 hours of flight time as a pilot on helicopters, including at least 150 hours of flight instruction.</p>	<p>The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot on airships, including 100 hours of flight instruction.</p>	<p>(1) skill tests and proficiency checks for the SPL and the LAPL(S), provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;</p> <p>(2) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 90 hours of flight instruction;</p> <p>(3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG.</p>	<p>(1) skill tests for the issue of the BPL and the LAPL(B) and skill tests and proficiency checks for the extension of the privileges to another balloon class or group, provided that the examiner has completed 250 hours of flight time as a pilot on balloons, including 50 hours of flight instruction;</p> <p>(2) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on balloons, of which 50 hours in the same group of balloons for which the extension is sought. The 300 hours of flight time shall include 50 hours of flight instruction.</p>

## Licensing requirements – quick reference

TRE	Multi Pilot Aeroplanes	Single Pilot Aeroplanes	Helicopters	Powered Lift
<b>FCL.1010.TRE Requirements</b>	1500 hours of flight time as a pilot of multi-pilot aeroplanes of which at least 500 hours shall be as PIC; hold a CPL or ATPL and a TRI certificate for the applicable type; for the initial issue of a TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.	500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as PIC; hold a CPL or ATPL and a TRI certificate for the applicable type; for the initial issue of a TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.	(1) hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type; (2) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type; (3) in the case of multi-pilot helicopters, hold a CPL(H) or ATPL(H) and have completed 1 500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC; (4) in the case of single-pilot multi-engine helicopters: (i) have completed 1 000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC; (ii) hold a CPL(H) or ATPL(H) and, when applicable, a valid IR(H); (5) in the case of single-pilot single-engine helicopters: (i) have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as PIC; (ii) hold a professional helicopter pilot licence. (6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type. (7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1 500 hours of flight experience on multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.	1 500 hours of flight time as a pilot of powered-lift aircraft, of which at least 500 hours shall be as PIC; hold a CPL or ATPL and a TRI certificate for the applicable type; for the initial issue of a TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.
<b>SFE</b>				
<b>FCL.1010.SFE Requirements</b>	(1) hold or have held an ATPL(A), a class or type rating and an SFI(A) certificate for the applicable type of aeroplane; (2) have at least 1 500 hours of flight time as a pilot on multi-pilot aeroplanes; (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.		(1) hold or have held an ATPL(H), a type rating and an SFI(H) certificate for the applicable type of helicopter; (2) have at least 1 000 hours of flight time as a pilot on multi-pilot helicopters; (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(H) on the applicable type.	

## Licensing requirements – quick reference

CRE	Single Pilot Aeroplanes Only				
<b>FCL.1005.CRE</b>	The privileges of a CRE are to conduct, for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes: (a) skill tests for the issue of class and type ratings; (b) proficiency checks for: (1) revalidation or renewal of class and type ratings; (2) revalidation and renewal of IRs, provided that the CRE complies with the requirements in FCL.1010.IRE(a).				
<b>FCL.1010.CRE Requirements</b>	(a) hold a CPL(A), MPL(A) or ATPL(A) with single-pilot privileges or have held it and hold a PPL(A); (b) hold a CRI certificate for the applicable class or type; (c) have completed 500 hours of flight time as a pilot on aeroplanes.				
IRE	Aeroplanes	Helicopter	Airships		
<b>FCL.1010.IRE Requirements</b>	Hold an IRI(A) and have completed: (1) 2 000 hours of flight time as a pilot of aeroplanes; and (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.	Hold an IRI(H) and have completed: (1) 2 000 hours of flight time as a pilot on helicopters; and (2) 300 hours of instrument flight time on helicopters, of which 200 hours shall be as an instructor.	Hold an IRI(As) and have completed: (1) 500 hours of flight time as a pilot on airships; and (2) 100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.		
FIE	Aeroplanes	Helicopters	Airships	Sailplanes	Balloons
<b>FCL.1010.FIE Requirements</b>	(1) hold the relevant instructor certificate, as applicable; (2) have completed 2 000 hours of flight time as a pilot on aeroplanes or TMGs; and (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.	(1) hold the relevant instructor certificate, as applicable; (2) have completed 2 000 hours of flight time as pilot on helicopters; (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.	(1) have completed 500 hours of flight time as a pilot on airships; (2) have at least 20 hours of flight time instructing applicants for an FI(AS) certificate; (3) hold the relevant instructor certificate.	(1) hold the relevant instructor certificate; (2) have completed 500 hours of flight time as a pilot on sailplanes or powered sailplanes; (3) have completed: (i) for applicants wishing to conduct assessments of competence on TMGs, 10 hours or 30 take-offs instructing applicants for an instructor certificate in TMGs; (ii) in all other cases, 10 hours or 30 launches instructing applicants for an instructor certificate.	(1) hold the relevant instructor certificate; (2) have completed 350 hours of flight time as a pilot on balloons; (3) have completed 10 hours instructing applicants for an instructor certificate.